



Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

Thursday, November 7, 2013
10:00 a.m. – 10:30 a.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Transportation Committee are also available at: www.scag.ca.gov/committees/tc.htm

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Transportation Committee

Members – November 2013

Members

Representing

Chair*	1. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Vice-Chair*	2. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	3. Hon. John Addleman	<i>Rolling Hills Estates</i>	SBCCOG
	* 4. Hon. Michael D. Antonovich		Los Angeles County
	* 5. Hon. Marion Ashley	<i>Riverside County</i>	RCTC
	* 6. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
	* 7. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	8. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	* 9. Hon. Art Brown	<i>Buena Park</i>	District 21
	10. Hon. Catalina Chacon		Pechanga band of Luiseño Indians
	* 11. Hon. Gene Daniels	<i>Paramount</i>	District 24
	* 12. Hon. Jeff DeGrandpre	<i>Eastvale</i>	District 4
	* 13. Hon. Paul Eaton	<i>Montclair</i>	District 9
	* 14. Hon. Roy Francis	<i>La Habra Heights</i>	District 31
	* 15. Hon. Mario Guerra	<i>Downey</i>	GCCOG
	* 16. Hon. Frank Gurulé	<i>Cudahy</i>	District 27
	17. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
	* 18. Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
	* 19. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
	20. Hon. Bill Hodge	<i>Calexico</i>	ICTC
	* 21. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
	* 22. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	23. Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
	24. Hon. Randon Lane	<i>Murrieta</i>	WRCOG
	25. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
	* 26. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	27. Hon. Andrew Masiel, Sr.		Pechanga Band of Luiseño Indians
	28. Hon. Brian McDonald		Chemehuevi Indian Tribe
	* 29. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
	* 30. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
	* 31. Hon. Dan Medina	<i>Gardena</i>	District 28
	* 32. Hon. Barbara Messina	<i>Alhambra</i>	District 34
	* 33. Hon. Leroy Mills	<i>Cypress</i>	District 18
	* 34. Hon. Jim Morton	<i>Lynwood</i>	District 26

Transportation Committee

Members – November 2013

Members

Representing

* 35. Hon. Brett Murdock	<i>Brea</i>	District 22
* 36. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 37. Hon. Steven Neal	<i>Long Beach</i>	District 29
* 38. Hon. Shawn Nelson		Orange County
* 39. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
40. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 41. Hon. Gary Ovitt		San Bernardino County
* 42. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
* 43. Hon. Linda Parks		VCOG
* 44. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
45. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
* 46. Hon. Ronald Roberts	<i>Temecula</i>	District 5
* 47. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
48. Hon. Damon Sandoval		Morongo Band of Mission Indians
49. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
* 50. Hon. Karen Spiegel	<i>Corona</i>	District 63
51. Hon. Tim Spohn	<i>City of Industry</i>	SGVCOG
52. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 53. Hon. Jeff Stone	<i>Riverside County</i>	Riverside County
* 54. Hon. Jess Talamantes	<i>Burbank</i>	District 42
55. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 56. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

NOVEMBER 7, 2013

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Keith Millhouse, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

	<u>Time</u>	<u>Page No.</u>
<u>INFORMATION/DISCUSSION ITEM</u>		
1. <u>California High-Speed Rail Authority (CHSRA) Update</u> <i>(Michelle Boehm, Southern California Regional Director, California High-Speed Rail Authority - CHSRA)</i>	Attachment 20 mins.	1

CONSENT CALENDAR

Approval Item

2. <u>Minutes of the October 3, 2013 Meeting</u>	Attachment	17
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Receive and File

3. <u>2014 Regional Council and Policy Committees Meeting Schedule</u>	Attachment	23
4. <u>SCAG Comments on Proposed Federal Policy Guidance on Metropolitan Planning Organization Representation</u>	Attachment	25
5. <u>2016 RTP/SCS Local Input Update</u>	Attachment	31
6. <u>Update on Housing Element Compliance Status from SCAG Jurisdictions</u>	Attachment	39
7. <u>Status Update on Pilot Project to Test Applicability of Travel Time Reliability Tools Developed Under the Strategic Highway Research Program (SHRP 2) to Planning Efforts in the SCAG Region</u>	Attachment	41
8. <u>SCAG-Metro First Mile/Last Mile Strategic Plan</u>	Attachment	53

TRANSPORTATION COMMITTEE

AGENDA

NOVEMBER 7, 2013

Receive and File - continued

Time Page No.

- | | | |
|---|------------|----|
| 9. <u>SB 743: Facilitating Transit-oriented Development in Southern California</u> | Attachment | 63 |
| 10. <u>SCAG's Compliance with SB 751 (Yee): Meetings: Publication of Action Taken</u> | Attachment | 73 |
| 11. <u>AB 32 Scoping Plan First Update - Discussion Draft for Public Review and Comment</u> | Attachment | 79 |
| 12. <u>Panel Discussion Regarding Climate Change</u> | Attachment | 91 |

CHAIR'S REPORT

(Hon. Keith Millhouse, Chair)

STAFF REPORT

(Akiko Yamagami, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The Transportation Committee (TC) meeting for December is cancelled.

The Fourth Annual Economic Summit is scheduled for Thursday, December 5, 2013, 9:00 a.m., at the Omni Los Angeles Hotel at California Plaza, 251 S Olive Street, Los Angeles, CA 90012. All Committee members are invited to attend.

The next meeting of the TC is scheduled for Thursday, January 2, 2014, at the SCAG Los Angeles Office.


REPORT

DATE: November 7, 2013

TO: Transportation Committee (TC)

FROM: Steve Fox, Senior Regional Planner, 213-236-1855, fox@scag.ca.gov

SUBJECT: California High-Speed Rail Authority (CHSRA) Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

Michelle Boehm, Southern California Regional Director, CHSRA, will provide a presentation and updates.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective: a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

DISCUSSION:

The construction contract for the first 29 miles of the CA HST from Madera to Fresno has been executed and work is underway. A Request for Qualifications (RFQ) was released last month for the next 60-mile phase of construction from Fresno south to the Tulare-Kern County Line near Bakersfield, which is called Construction Package 2-3 (CP2-3). The shortlisted firms will be eligible to submit formal design-build proposals in 2014. The \$1.5 to \$2 billion design-build contract will bring thousands of jobs to the Central Valley, an area with one of the highest unemployment rates in California and the nation. The route will also provide environmental benefits, relieve roadway congestion and bring economic development.

Southern California Sections

In the past year, previously completed Alternative Analysis (AA) documents for all Southern California sections have been under review to further consider:

- the effects of the 2012 Business Plan and SB 1029 (partially funding the first construction segment of the CA high-speed train and bookend investments);
- stakeholder feedback;
- coordination with local/regional plans and priorities;
- new transportation projects in the planning and design phases; and
- lessons learned during the Merced to Fresno and Fresno to Bakersfield Section Project level environmental process.

Bakersfield to Palmdale Section

The Preliminary Alternative Analysis (PAA) was completed in 2010 and included preliminary planning, environmental, and engineering information while also identifying possible alignment alternatives. The Supplemental Alternative Analysis (SAA) was completed in 2012 and further refined the PAA.

Since the release of the 2012 SAA, the Authority released the 2012 Business Plan which introduced the Initial Operating Segment (IOS) detailing high-speed operation from the Central Valley to the San Fernando Valley as well as enhanced network integration with existing passenger rail services. These project elements, along with stakeholder feedback, have served as the basis for a comprehensive review of the previous SAA alternatives to ensure consistency and verify integration with new projects in the planning process. Notable new projects that impact the Bakersfield to Palmdale section's planning process include the High Desert Corridor in the Antelope Valley, a freight rail double track project through the Tehachapi Mountains, and planned development throughout the corridor.

The Bakersfield to Palmdale Project section team is currently refining the alternatives to address these project elements as well as specific stakeholder concerns. Also, the 2014 Business Plan is expected to be released in spring of next year.

Palmdale to Los Angeles Section

A PAA was completed in 2010 and a SAA in 2012. Notable new projects in the planning process that impact the Palmdale to Los Angeles Section include the High Desert Corridor in the Antelope Valley and planned development in the Antelope Valley and adjacent to the possible Burbank Airport station. The following project elements in the Palmdale to Los Angeles section are currently under evaluation:

- the Palmdale Station location and its possible connection to the High Desert Corridor project's potential high-speed rail connection to Victorville and Las Vegas;
- stakeholder concerns in the Santa Clarita, Acton and Agua Dulce areas to minimize impacts to schools, natural resources, planned development, and the community; and
- collaboration with the Metro Union Station Master Plan Team to identify concepts that will accommodate the arrival of high-speed rail and address the complex set of challenges this constrained site presents.

Several station locations are under evaluation in the San Fernando Valley. This evaluation includes careful consideration of planned local and regional investments, multimodal connectivity, corridor constraints, and the requirements of a temporary terminal station. Currently, a Burbank/Buena Vista location appears to best meet these objectives. The Palmdale to Los Angeles Project section team is currently refining the alternatives to address these project elements as well as specific stakeholder input.

Los Angeles to Anaheim Section

The SAA was completed in 2010 and updated the Draft AA Report submitted in April 2009. Modifications were made to the alternatives and design options described in the Draft AA Report as coordination with local cities and agencies progressed. Specific project elements under review for this section include:

- CA HST station locations;
- right-of-way impacts along this highly constrained urban corridor and opportunities to reduce the overall high-speed rail footprint; and
- integration with Pacific Surfliner and Metrolink Service.

REPORT

The Los Angeles to Anaheim team is working with stakeholders to prepare a Revised SAA. This document will provide an update on the alternatives that are practical and feasible and reflect the urban corridor approach that greatly reduces the impacts of high-speed rail to local communities along the alignment.

Los Angeles to San Diego Section

The PAA was completed in 2011 for the Los Angeles to San Diego Section via the Inland Empire. Since that time, the team has been addressing the comments received as part of the PAA outreach effort and is preparing a Section Refinement Report to document the comments and possible concepts for addressing concerns. This effort has led to the identification of 18 individual areas along the various corridors where refinements are required to address specific concerns voiced by stakeholders. A draft of this document is nearing completion.

Work on the Los Angeles to San Diego section is conducted in close coordination with the Southern California Inland Corridor Working Group (SOCAL ICG). The SOCAL ICG includes a variety of local transportation and planning agencies including SCAG that have come together to advance the development of this Phase II Corridor. A new consultant team has just been procured to continue working with the SOCAL ICG as this section moves forward.

Southern California HSR Memorandum of Understanding (MOU) and Project List

The Southern California HSR MOU members (SCAG, L.A. Metro, City of Anaheim, CHSRA, SANBAG, SANDAG and RCTC) meet regularly to pursue funding for the prioritized project list developed as part of the 2012 RTP/SCS. These important projects will provide nearer term passenger rail improvements for our current rail services in advance of the CA High-Speed Train arriving in our region.

NEXT STEPS:

Staff will continue to provide support for regional rail planning efforts and provide updates to the Transportation Committee on passenger rail developments in the region.

FISCAL IMPACT:

Staff work related to this project is included in the current OWP under Work Element No. 13-140.SCG00121-02 Regional High Speed Rail Transport Program.

ATTACHMENT:

California High-Speed Rail Authority Presentation

CALIFORNIA HIGH-SPEED RAIL

PROJECT OVERVIEW

PRESENTED BY

MICHELLE BOEHM

SOUTHERN CALIFORNIA REGIONAL DIRECTOR

Southern California Association of Governments

November 7, 2013

Los Angeles, CA



HIGH-SPEED RAIL: MORE THAN A TRANSPORTATION PROGRAM

- California is 8th Largest Economy in the World
- Connecting all California Population Centers
- Comparable to Northeast Corridor in Terms of Distance, Population and Complexity
- It is a Transformational Investment



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CONTROVERSY IS NOTHING NEW

- Transformational Projects Have Never Been Easy
- Golden Gate Bridge:
 - “Upside-Down Rat Trap that will Mar the Beauty of the Bay”
 - 2,000+ Lawsuits
- BART – Once Called the Train to Nowhere
- Calif. State Water System, University of Calif. System
 - Single-Vote Margins
- Where Would We be Without Them?

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CALIFORNIA NEEDS MORE OPTIONS

- **Airport Congestion**
 - Los Angeles to San Francisco is the **Busiest short-haul market in US**
 - 5 Million Passengers Every Year
 - One in Four Flights Delayed by an Hour or More
- **Roadway Congestion**
 - Six of Top 30 Congested Urban Areas in US Located in California
- **Population Growth**
- **Air Quality/Sustainability**



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CALIFORNIA NEEDS JOBS

- Work on Statewide Rail Modernization Program is Underway
- Construction: **Direct, Indirect Jobs in Hard-Hit Sectors**
- Permanent: **Rail Modernization Creates Efficiencies Statewide**
- Aggressive Small Business Program
 - 30% Overall Goal



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CALIFORNIA IMPLEMENTING A STATEWIDE RAIL MODERNIZATION PLAN



Designing and Maintaining a Safe and Effective Integrated Rail Network for California

Phase I:

San Francisco to Los Angeles/ Anaheim – 520 miles

- Under 3 hours
- Speeds Over 200 MPH
- Completed by 2029

Phase II:

Extensions to Sacramento and San Diego – 800 miles

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SOUTHERN CALIFORNIA CONNECTIVITY

- Prop 1A Connectivity Dollars Support Key Transit Projects in Southern California

- **LA Metro** - \$115 Million - Regional Connector in Downtown Los Angeles
- **Metrolink** - \$89 Million – New or Improved Trains
- **San Diego MTS** - \$152 Million – Modernize Blue Line Light Rail
- **Metrolink and North County Transit District** – \$100+ Million - Positive Train Control



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SOUTHERN CALIFORNIA MOU

- Targets \$1 Billion in HSR and Other Funds for Early Investment Projects
 - **Regional Projects** - Southern California Regional Interconnector Project (SCRIP) Benefits Regional Rail Including Metrolink and Amtrak
 - **Local Projects** - Double Tracking, Grade Separations, etc. to Support Integrated Regional Rail Network
- Promotes Interagency Approach to Development of an Integrated Rail Network



INITIAL OPERATING SECTION (IOS) TO SOUTHERN CALIFORNIA

- Central Valley to San Fernando Valley
- 300 Miles
- First Step Towards a Statewide High-Speed Rail System - 2022

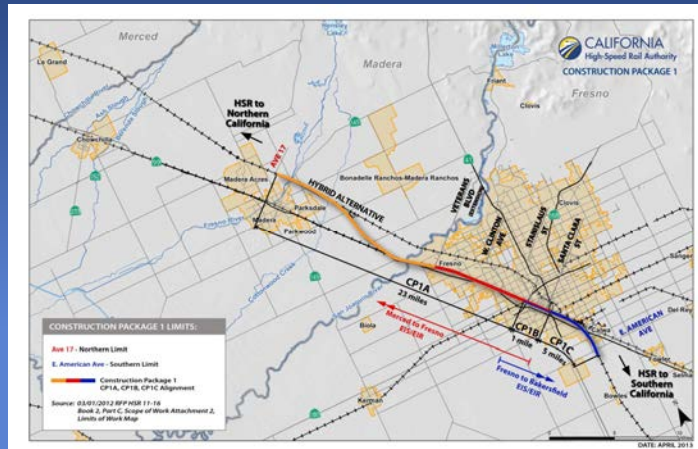


WHY START IN THE CENTRAL VALLEY?

- Central Valley will Serve as the **“Backbone”** of a System that will Tie Major Regions of California Together
- Fastest Growing Region in the State
- Availability of Federal Funding
- Ability to Advance the Project Faster and at a Lower Cost
- Testing and Certification of First High-Speed Equipment in the United States

CONSTRUCTION PACKAGE #1

- **Madera to Fresno - 29 Miles**
 - Avenue 17 in Madera
 - East American Avenue in Fresno



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WORKS UNDERWAY

- **Contractor and Management Team**
 - Opened Offices in Downtown Fresno
 - Hiring Workers
 - Completing Designs
 - Conducting Field Work
 - Finalizing Third Party Agreements



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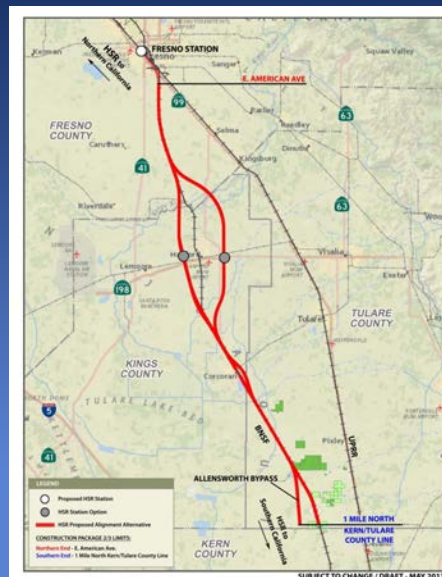
FRESNO TO BAKERSFIELD PROJECT SECTION

- 114 Miles Providing Access to Residents of Fresno, Tulare, Kings, and Kern Counties
- Authority Continues to Work with Stakeholders to Refine Fresno to Bakersfield Alignment
- Record of Decision - Spring 2014
- Design-Build RFQ – Fall 2013



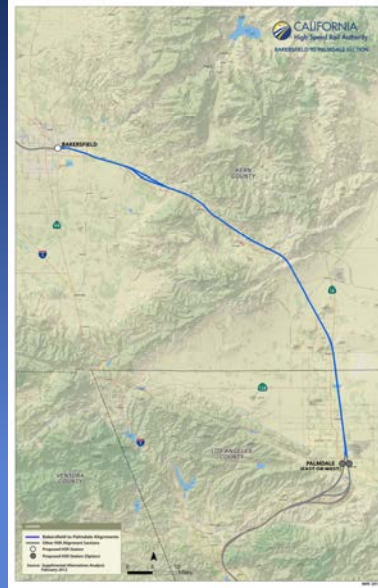
CONSTRUCTION PACKAGE 2/3

- Limits: East American Avenue in Fresno
- One Mile North of the Kern/Tulare County Line
- RFQ Released October 9
- Pre-Bid Conference October 28, 2013
- Statement of Qualifications Due December 6



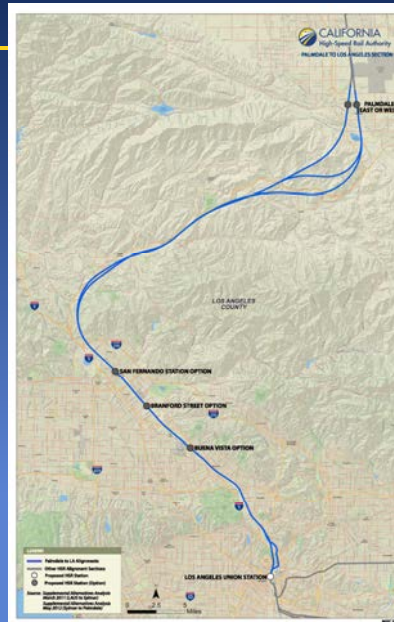
BAKERSFIELD TO PALMDALE PROJECT SECTION

- 85 Mile Route
- Travels from Bakersfield Over Tehachapis into Antelope Valley Roughly Parallel to State Route 58 and State Route 14
- Stations – Proposed in Bakersfield and Palmdale
- Closes Gap Between Northern and Southern California
- Expected Construction Completion - 2022



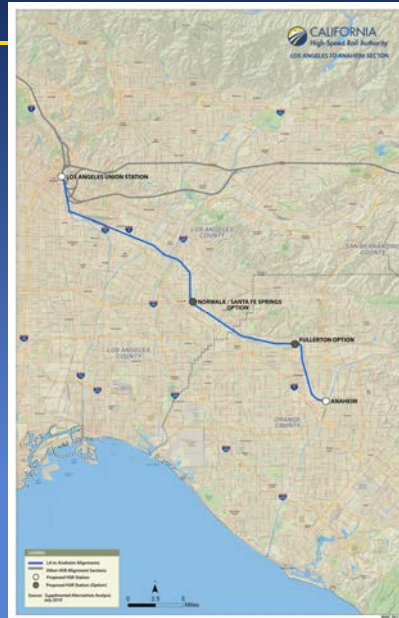
PALMDALE TO LOS ANGELES PROJECT SECTION

- Palmdale to Los Angeles Project Section is 60 miles
- Follows **State Route-14 Southwest** to the San Fernando Valley, then **Parallels I-5 South** Until Reaching Los Angeles Union Station
- **Possible Stations** – Palmdale, San Fernando, Branford Street, Buena Vista Street and Los Angeles Union Station



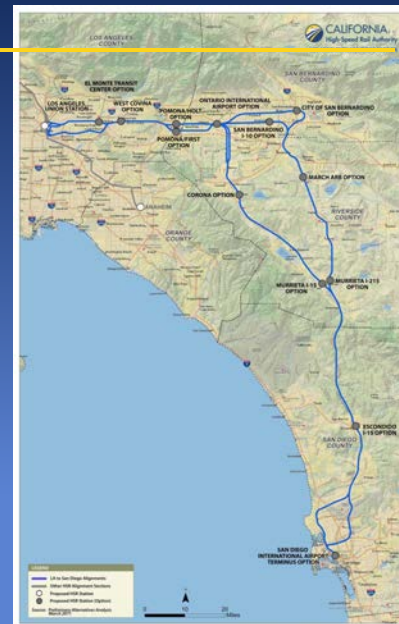
LOS ANGELES TO ANAHEIM PROJECT SECTION

- Los Angeles to Anaheim Project Section is 30 miles
- Connects **Los Angeles Union Station** and **Anaheim Regional Transportation-Intermodal Center**
- **Possible Stations** – Los Angeles Union Station, Norwalk/Santa Fe Springs, Fullerton and Anaheim
- Second Most Heavily Traveled Passenger Rail Corridor in U.S.



LOS ANGELES TO SAN DIEGO PROJECT SECTION

- Los Angeles to San Diego Project Section is 167 miles
- Will Take High-Speed Rail **East** From Los Angeles to the Inland Empire Cities of Pomona and Ontario, Then Turn **South** Along Either **I-215** or **I-15** to San Diego



NEXT STEPS: CLOSING THE GAP

- Continue Work in Central Valley, Peninsula, Southern California
- Work with Cities/Regions to Accomplish Broad Goals
- Connect Northern and Southern California
 - Close the Tehachapi Gap
- Fund Construction of the System
 - Private Financing/Investors
 - Federal Grants/Loans
 - California Cap & Trade Revenue
 - TOD Revenues
 - Concessions

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RESULTS FOR CALIFORNIA

- **Reduction in Vehicle Miles Traveled (VMT)**
 - By 2040, the system will reduce vehicle miles by almost 10 million miles every day
 - By 2030, the reduction in VMT would be like removing one 500-mile lane of cars
- **Daily Number of Flights Diverted**
 - Starting in 2030, the state will see a daily reduction of 93 to 171 flights
 - By 2040, the state will see a daily reduction of 97 to 180 flights
- **Statewide air quality improvement:**
 - Tons of volatile organic compounds reduced
 - Tons of particulate matter reduced
 - Tons of ozone precursors



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ENVIRONMENTAL BENEFITS: HIGH-SPEED RAIL'S BEST KEPT SECRETS

- Preserving Agricultural Land
- Improving Air Quality
- Preserving and Enhancing Critical Habitat
- Reducing Greenhouse Gases
- Enabling Smart Land Use
- Urban Greening: Planting Trees
- Modernizing Transit Statewide
- Using Renewable Energy



CLEAN & GREEN CONSTRUCTION

- The Authority has committed to using **100 percent** renewable energy to power the system
- Net Zero Greenhouse Gas Emissions
- Recycling **100%** of Steel and Concrete
- The Authority will partner with local organizations to plant over **5,000** trees
- The Authority will preserve up to **6,000** acres of farmland
- By 2030 the system will reduce GHG emissions by up to **8.4 million** metric tons

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

CONTACT INFORMATION:

770 L Street, Suite 800
Sacramento, CA 95814
Phone: 916-324-1541

www.hsr.ca.gov
info@hsr.ca.gov

Michelle Boehm
Southern California Regional Director
213-308-4507
Michelle.Boehm@hsr.ca.gov

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Transportation Committee
of the
Southern California Association of Governments
October 3, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Keith Millhouse, Moorpark. A quorum was present.

Members Present:

Hon. John Addleman, Rolling Hills Estates	SBCCOG
Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Bob Botts, Banning	RCTC
Hon. Art Brown, Buena Park	District 21
Hon. Gene Daniels, Paramount	District 24
Hon. Jeff DeGrandpre, Eastvale	District 4
Hon. Paul Eaton, Montclair	District 9
Hon. Roy Francis, La Habra Heights	District 31
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Randon Lane, Murrieta	Murrieta
Hon. Andrew Masiel, Sr.	Pechanga Band of Luiseño Indians
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. Keith Millhouse, Moorpark (<i>Chair</i>)	VCTC
Hon. Leroy Mills, Cypress	District 18
Hon. Jim Morton, Lynwood	District 26
Hon. Brett Murdock, Brea	District 22
Hon. Steven Neal, Long Beach	District 29
Hon. Shawn Nelson	Orange County
Hon. Gary Ovitt	San Bernardino County
Hon. Greg Pettis, Cathedral City	District 2
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Mark Rutherford, Westlake Village	District 44
Hon. Karen Spiegel, Corona	District 63
Hon. Tim Spohn, City of Industry	SGVCOG

Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Jeff Stone	Riverside County
Hon. Jess Talamantes, Burbank	District 42
Hon. Don Voss, La Cañada-Flintridge	District 36
Hon. Alan Wapner, City of Ontario (<i>Vice-Chair</i>)	SANBAG

Members Not Present:

Hon. Mario Guerra, Downey	District 25
Hon. Bill Hodge, Calexico	ICTC
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Michele Martinez, Santa Ana	District 16
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Ryan McEachron, Victorville	District 65
Hon. Kris Murray, Anaheim	District 19
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Linda Parks	Ventura County
Hon. Ron Roberts, Temecula	District 5
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities
Hon. Brent Tercero, Pico Rivera	GCCOG
Mr. Aziz Elattar	Caltrans District 7

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Keith Millhouse, Moorpark, called the meeting to order at 10:03 a.m. Hon. Karen Spiegel led the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Rye Baerg, Safe Routes to School, presented a letter on behalf of Safe Routes to School and the American Lung Association that encourages the development of Project Performance Assessment Tools related to the Federal Transportation Improvement Program (FTIP). These tools would evaluate how each FTIP project relates to the 2012 Regional Transportation Plan/Sustainable Communities Strategy performance measures.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the September 12, 2013 Meeting

A MOTION was made (Barrows) to approve the Consent Calendar. The MOTION was seconded (Morton) and UNANIMOUSLY APPROVED. Motion passed.

INFORMATION/DISCUSSION ITEMS

2. Proposed 2015 Federal Transportation Improvement Program (FTIP) Guidelines

Pablo Gutierrez, SCAG staff, presented the proposed 2015 FTIP Guidelines. Mr. Gutierrez noted that SCAG has worked with CALTRANS, the County Transportation Commissions, and the Transportation Conformity Working Group (TCWG) to update the guidelines. Approval is sought to refer the guidelines to the Regional Council.

A MOTION was made (Nelson) to refer the guidelines to the Regional Council. The MOTION was seconded (Lane). Motion passed.

3. Bus Rapid Transit in the SCAG Region

Steve Fox, SCAG staff, reported on Bus Rapid Transit (BRT), which is a bus transit service that reduces travel time through signal priority, dedicated bus lanes and limited-stop service, in addition to other features. Mr. Fox noted BRT service has reduced passenger travel time by 15 to 25% and attracted new riders to transit. Mr. Fox introduced Russell Chisholm, Transportation Management & Design, who reported on BRT efforts on Foothill Blvd. in San Bernardino County.

4. Update on Housing Element Compliance Status from SCAG Jurisdictions

Ma'Ayn Johnson, SCAG staff, presented an update on jurisdictional 5th cycle Housing Element compliance status. Ms. Johnson noted on November 26, 2012, California Department of Housing and Community Development (HCD) approved the Final Regional Housing Needs Assessment (RHNA) Allocation Plan. Subsequently, local jurisdictions are required to adopt updated Housing Elements for the 5th planning cycle by October 15, 2013. According to HCD as of mid-September 2013, just over 50% of the 197 regional jurisdictions have submitted draft Housing Elements although it is anticipated most jurisdictions will have adopted Housing Elements by the October deadline.

5. Highway-Rail Grade Separation in the SCAG Region

Mike Jones, SCAG staff, invited Hon. Tim Spohn to update the committee on the Alameda Corridor-East project. Mr. Jones reported that highway-rail grade crossings pose serious risk for collisions between trains and vehicles. Mr. Jones introduced Paul Hubler of the Alameda Corridor East Transportation Authority, who reviewed recent successes and continuing efforts to address safety and congestion issues through grade separations. A public comment was made by Jerard Wright of Move LA who encouraged additional grade separations projects.

Hon. Mark Rutherford, Westlake Village, asked about the financial and other support provided by railroads. Mr. Hubler stated that federal law requires railroads to contribute up to 5% of funds for grade separation projects. Under state law if state funds and no federal funds are used, railroads are required to contribute up to 10% of the cost.

Hon. Bert Hack, Laguna Woods, asked about the average cost of each grade separation project. Mr. Hubler responded the average cost is between \$50 million - \$100 million.

6. SCAG Local Input Status Update

Jung Seo, SCAG staff, provided an update on land use local input process and noted that to date, 138 local jurisdictions have submitted general plan land use information and 59 jurisdictions provided comments on the Map Book.

It was noted that staff will continue its outreach efforts to the remaining jurisdictions as well as provide local planners with GIS training and other GIS services necessary to maintain their GIS land use database.

7. Sidewalks and the Urban Forest: Maximizing investments for Quality of Life

Alan Thompson, SCAG staff, provided an update on sidewalks and the urban forest and noted that although trees in urban areas have several benefits tree roots cause damage to walkways as roots expand. Mr. Thompson discussed recent examples of alternate sidewalk construction including rubber, plastic and the use of elevated sidewalks. Additionally, jurisdictions were encouraged to inventory sidewalks to determine potential problem areas, to choose tree species carefully to avoid root problems and to work with arborists regarding potential safety issues with decaying trees.

Hon. Trish Kelley, asked about per unit cost for the plastic, rubber or elevated sidewalks. Mr. Thompson responded that plastic and rubber sidewalks are more expensive than concrete to install but have a lower repair cost over the life of the sidewalk.

8. Bicycle Route 66 Concept Plan

Alan Thompson, SCAG staff, reported on Bicycle Route 66 Concept Plan. Mr. Thompson noted that American Association of State and Highway Transportation Officials (AASHTO) and the Adventure Cycle Association have partnered to help create a national bike route system similar in concept to the National Highway System. Several proposed routes are in the SCAG region including Bicycle Route 66 which envisions a corridor alongside the original route from Illinois to California. The next steps involve advocates such as the Adventure Cycle Association collaborating with local jurisdictions to finalize the route. Once resolutions are received from every city along the route, the state of California can then formally request AASHTO to officially designate the route as part of the United States Bike Route System.

CHAIR'S REPORT

Hon. Keith Millhouse reminded the committee of the Mobility-21 Conference, October 29, 2013 at JW Marriott (LA Live).

STAFF REPORT

Joann Africa, Chief Counsel, provided an update on a proposed rule by the Federal Department of Transportation in development that requires transit agency representation on MPO boards.

ADJOURNMENT

The meeting adjourned at 11:51 a.m. The next meeting of the Transportation Committee will be held Thursday, November 7, 2013 at the SCAG Los Angeles office.



Akiko Yamagami, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2013

		X = County Represented							X = Attended				= No Meeting		NM = New Member				
Member (including Ex-Officio) Last Name, First Name	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec
1 Addleman, John	Rolling Hills Estates		X					X		X	X		NM			X	X		
2 Antonovich, Michael*	Los Angeles County		X					X		X	X				X		X		
3 Barrows, Bruce*	Cerritos		X					X		X	X		X		X	X	X		
4 Becerra, Glen*	Simi Valley		X						X	X	X		X		X		X		
5 Betts, Russell	CVAG				X			X	X	X	X		X		X	X	X		
6 Botts, Bob	Banning, RCTC				X			NM	X	X	X		X		X	X	X		
7 Brown, Art	Buena Park			X				NM	X	X			X		X		X		
8 Daniels, Gene*	Paramount		X					X	X	X	X		X		X	X	X		
9 DeGrandpre, Jeff	Eastvale				X			NM	X	X	X		X		X	X	X		
10 Eaton, Paul*	Montclair		X								X						X		
11 Elattar, Aziz	Caltrans - District 7									X	X		X		X				
12 Francis, Roy	La Habra Heights		X								NM		X		X		X		
13 Guerra, Mario	Downey		X							X					X	X			
14 Hack, Bert	Laguna Woods			X				X	X	X	X		X		X		X		
15 Harper, Matthew*	Huntington Beach			X				X		X	X		X			X	X		
16 Herrera, Carol*	Diamond Bar		X					X	X	X			X		X		X		
17 Hodge, Bill	Clexico, ICTC	X							X	X	X		X		X				
18 Huizar, Jose*	Los Angeles		X																
19 Hyatt, Jim	Calimesa				X			X	X	X	X		X		X	X	X		
20 Kelley, Trish	Mission Viejo			X				X	X				X		X	X	X		
21 Lane, Randon	Murietta				x			NM	X	X	X		X				X		
22 Ledford, James C.	Palmdale/No. LA County		X							X									
23 Martinez, Michele*	Santa Ana			X				X	X	X	X		X		X	X			
24 Masiel, Andrew	Pechanga Luiseno Indians															NM	X		
25 McDonald, Brian	Chemehuevi Indian Tribe					X													
26 McEachron, Ryan	Victorville					X		X	X	X	X		X			X			
27 McLean, Marsha*	Santa Clarita		X					X	X	X	X		X		X	X	X		
28 Medina, Dan*	Gardena		X								X		X		X	X	X		
29 Messina, Barbara*	Alhambra		X					X	X	X	X		X		X	X	X		
30 Millhouse, Keith* (Chair)	Moorpark						X	X	X	X	X				X	X	X		
31 Mills, Leroy*	Cypress			X				X	X	X	X		X		X		X		
32 Morton, Jim	Lynwood		X						X	X	X		X		X	X	X		
33 Murdock, Brett	Brea			X				X	X	X	X		X		X	X	X		
34 Murray, Kris	Anaheim			X					NM		X				X	X			
35 Neal, Steven*	Long Beach		X					X		X	X				X	X	X		
36 Nelson, Shawn*	Orange County			X											X		X		
37 O'Connor, Pam*	Santa Monica		X					X	X	X			X		X	X			
38 O'Leary, Micheál	Culver City/WCCOG		X					X	X	X			X		X	X			
39 Ovitt, Gary*	San Bernardino County					X		X	X		X		X		X		X		
40 Parks, Bernard*	Los Angeles		X																
41 Parks, Linda	Ventura County						X	NM	X	X			X		X	X			
42 Pettis, Gregory*	Cathedral City				X			X	X	X	X		X		X	X	X		
43 Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X		X	X		X		X	X	X		
44 Roberts, Ron*	Temecula				X			X	X	X	X				X	X			
45 Rutherford, Mark	Westlake Village		X					X					X				X		
46 Sandoval, Damon	Morongo Band of Mission Indians				X														
47 Spence, David	Flintridge/Arroyo Verdugo Cities		X					X	X	X	X		X		X				
48 Spiegel, Karen	Corona/WRCOG				X			X	X	X	X				X	X	X		
49 Spohn, Tim	Industry/SGVCOG		X					X	X	X	X		X		X	X	X		
50 Stanton, Barb	Apple Valley					X							NM		X	X	X		
51 Stone, Jeff*	Riverside				X			X	X		X		X		X	X	X		
52 Talamantes, Jess	Burbank/SFVCOG		X						X		X		X				X		
53 Tercero, Brent	Pico Rivera		X										NM		X	X			
54 Voss, Don*	La Cañada Flintridge		X					X	X	X	X		X		X	X	X		
55 Wapner, Alan* (Vice-Chair)	Ontario					X		X	X	X			X		X	X	X		
Totals		1	26	9	10	5	2												



ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

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Transportation Commission

2014 MEETING SCHEDULE REGIONAL COUNCIL AND POLICY COMMITTEES

All Regular Meetings are scheduled on the
1st Thursday of each month except for September

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 2, 2014

February 6, 2014

March 6, 2014

April 3, 2014

May 1 – 2, 2014

(SCAG 2014 Regional Conference & General Assembly)

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014

(Note: League of California Cities Annual Conference, Sept. 3 – 5)

October 2, 2014

November 6, 2014

December 4, 2014

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DATE: November 7, 2013

TO: Executive Administration Committee (EAC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Joann Africa, Chief Counsel, 213-236-1928, africa@scag.ca.gov
Philip Law, Manager of Transit/Rail, 213-236-1841, law@scag.ca.gov

SUBJECT: SCAG Comments on Proposed Federal Policy Guidance on Metropolitan Planning Organization (MPO) Representation of Transit Providers

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued proposed policy guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that require representation by providers of public transportation in each MPO that serves a transportation management area (TMA) by October 1, 2014. SCAG staff submitted comments to FHWA and FTA regarding the proposed guidance by the comment deadline of October 30, 2013. This report summarizes the policy guidance and SCAG comments.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

MAP-21 establishes a performance management framework that facilitates performance-based planning and programming in order to increase accountability and transparency of the Federal-aid highway and transit programs and to improve project decision-making. As part of the performance management framework, MPOs are given new transit-related responsibilities to establish performance targets with respect to transit state of good repair and transit safety, and to address these targets in their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). Accordingly, MAP-21 seeks to better enable MPOs to define performance targets and develop RTPs and TIPs that support an intermodal transportation system by requiring representation by providers of public transportation in each MPO that serves an area designated as a TMA (defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 Census). SCAG supports the MAP-21 commitment to multi-modal transportation planning goals; our adopted 2012-2035 RTP/Sustainable Communities Strategy dedicates 47 percent of total expenditures, or roughly \$246 billion, towards transit and rail investments.

The FTA conducted an on-line dialogue on this new MAP-21 requirement in March 2013, providing a forum for MPOs, local elected officials, transit agencies, and the general public to provide input on the new

REPORT

requirement. SCAG staff participated in this on-line dialogue. Subsequently, on September 30, 2013, the FHWA and FTA jointly issued proposed policy guidance on MPO representation and sought comments by October 30, 2013. In summary, the guidance proposes the following:

- A “specifically designated representative” is a public transportation representative selected to serve on an MPO board;
- A specifically designated representative must be a provider of public transportation that operates in a TMA and is a direct recipient of the Urbanized Area Formula Funding (5307) program funds (see Table 2);
- A specifically designated representative should be an elected official or a direct representative employed by the agency being represented, such as a member of the agency’s board of directors or a senior transit agency official like a chief executive officer or a general manager;
- Specifically designated representatives will have equal decision-making rights and authorities as other MPO board members;
- MPOs should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting the specifically designated representative(s) for inclusion on the MPO board and for identifying the representative’s role and responsibilities;
- To the extent that an MPO has bylaws, the MPO should, in consultation with transit providers, develop bylaws that describe the establishment of roles and responsibilities of the specifically designated representative.
- MPOs should cooperate with eligible providers to determine how the MPO will include representation, but are given flexibility in determining the most effective governance and institutional arrangements to best serve the interests of the metropolitan area. This is in recognition that large MPOs such as SCAG include numerous providers of public transportation, and it would not be practical to allocate separate representation to each provider of public transportation.

Staff consulted with fellow MPO’s within the state, the National Association of Regional Councils (NARC), County Transportation Commissions (CTCs), and local transit operators in the development of the attached comment letter. The comments reflect the agency’s position that SCAG’s current Board membership which includes representation of the CTCs satisfies the new MAP-21 requirement and SCAG should be able to designate one of the CTCs representatives as the transit representative for the region. With almost thirty (30) transit operators in the region, SCAG also urges FHWA and FTA to provide maximum flexibility to MPOs to address the new requirement.

Once FTA and FHWA issue final guidance, SCAG will work with the appropriate stakeholders and bring forward a recommendation on how to best implement the new rules.

FISCAL IMPACT:

Funding for SCAG staff’s work on the matter is included in FY 2013-14 OWP 800-0160.01.

ATTACHMENT:

SCAG comment letter submitted to U.S. Department of Transportation on Oct. 30, 2013.



Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

Officers

President
Greg Pettis, Cathedral City

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Transportation Commission

October 29, 2013

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue, SE
West Building, Ground Floor, Room W-12-140
Washington, DC 20590-0001

RE: Federal Transit Administration and Federal Highway Administration
[Docket Number FTA-2013-0029] – Proposed Policy Guidance on MPO
Representation by Providers of Public Transportation

Dear Sir or Madam:

The Southern California Association of Governments (SCAG) appreciates the opportunity to comment on the above referenced proposed policy guidance issued jointly by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). SCAG is the metropolitan planning organization (MPO) representing six counties and 191 cities in Southern California.

At the outset, SCAG supports the commitment to multi-modal transportation planning goals, set forth under the Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L 112-141). Specifically, SCAG supports MAP-21's establishment of a performance management framework that facilitates performance-based planning and programming in order to increase accountability and transparency of the Federal-aid highway and transit programs and to improve project decision-making. Accordingly, we acknowledge that MAP-21 and the proposed guidance seek to better enable MPOs to define performance targets and develop Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs) that support an intermodal transportation system by requiring representation by providers of public transportation in each MPO that serves an area designated as a TMA. However, it is SCAG's opinion that many MPOs already comply with this new requirement and are currently structured to ensure that the interests of transit providers are fairly represented in our planning and programming efforts. In addition, MPOs, including SCAG, have historically been strong advocates for public transportation. For example, SCAG's adopted 2012-2035 RTP/Sustainable Communities Strategy dedicates 47 percent of total expenditures, or roughly \$246 billion, towards transit and rail investments. We urge FTA and FHWA to take this into account and promulgate final guidance which will provide maximum flexibility for all MPOs to determine how best to satisfy the new requirement that is consistent with the spirit and intent of MAP-21.

SCAG's comments below are organized by section of the proposed guidance.

II - Specifically Designated Representatives

Summary of Proposed Guidance: MAP-21 requires that MPO Boards include officials of public agencies that administer or operate major modes of transportation “including representation by providers of public transportation” and the proposed guidance proposes that such representation be “specifically designated representatives.”

SCAG Comment:

The current membership of SCAG's governing board includes representation of the county transportation commissions (CTCs) in our region (four of which are transit operators, and all of whom are responsible for countywide multi-modal planning and programming in each of their respective counties). The representatives of the CTCs are elected officials who serve as voting members on our governing board. Thus, SCAG believes that this current structure meets the plain meaning of the language added in MAP-21 at Section 134 (d)(2) of Title 23, United States Code, to require that the MPO boards include “. . . representation by providers of public transportation” and each representative has ‘equal decision-making rights and authorities’ as required. Moreover, SCAG satisfies the new MAP-21 requirement in that the current board structure already allows for the interests of providers of public transportation to be represented, and provides opportunities for the CTCs representatives to express input from transit operators. This structure also supports the advancement of transit priorities and investment in our MPO planning and decision-making processes.

With respect to the proposal in the proposed guidance for “specifically designated representatives,” SCAG again encourages FTA and FHWA to provide MPOs with maximum flexibility to address the matter. SCAG is of the opinion that it can meet this requirement by identifying one of its CTCs representatives to act as the transit representative for the region. With over eighty (80) members, our governing board is already very large, and adding multiple members to represent additional transit operators would be a challenge and may not necessarily yield more effective results. We believe that we meet the spirit and intent of MAP-21 by having one of our CTC's representative designated to represent the interests of the transit providers in our region.

III – Providers of Public Transportation

Summary of Proposed Guidance: The proposed guidance proposes that providers of public transportation that operate in a TMA be direct recipients of Urbanized Area Formula Funding (5307) program funds.

SCAG Comment:

SCAG concurs with the proposal to limit the definition of “providers of public transportation” to transit providers that operate in a TMA and are direct recipients of 5307 funds. However, it should

be noted that given the size of the SCAG region, there are almost thirty (30) transit providers that meet this definition.

IV – Process for the Selection of Specifically Designated Representatives

Summary of Proposed Guidance: The guidance proposes that MPOs that serve an area designated as a TMA should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting the specifically designated representative(s) for inclusion on the MPO board and for identifying the representative's role and responsibilities.

SCAG Comment:

While SCAG concurs that MPOs should cooperate and coordinate with providers of public transportation in addressing the new MAP-21 requirement, SCAG finds it is unnecessary to amend existing metropolitan planning agreements. There are almost 30 transit operators in the SCAG region to which the agency has cooperative agreements. While cooperative agreements are important tools for implementing federal policies at the local and regional level, requiring that MPO Board membership be determined and addressed in amended cooperative agreements is impractical and unnecessary if the MPO can address the matter by other cooperative means. SCAG encourages FTA and FHWA to not include this proposal in the final guidance. To the extent that FTA and FHWA elect to include this proposal in the final guidance, SCAG requests that the federal agencies maintain that this proposal for amending metropolitan planning agreements be permissive (i.e., “should”) and to provide MPOs with the flexibility to determine for itself the appropriate level of cooperation and coordination with providers of public transportation.

V – Role of the Specifically Designated Representative

Summary of Proposed Guidance: The guidance proposes that in consultation with transit providers, the MPO should develop bylaws that describe the establishment, roles, and responsibilities of the specifically designated representative and identify how such representatives will consider the needs of all transit providers and address issues for consideration by the full MPO.

SCAG Comment:

While SCAG concurs in general with the proposal and believes at this time that it can develop bylaws that describe the establishment, role and responsibility of the specifically designated representative, we urge FTA and FHWA again to give MPOs such as SCAG the flexibility in how it consults with transit providers. We also urge FTA and FHWA be flexible with the application of this proposal for those areas of the nation where developing bylaws is impractical and unnecessary.

VI – Restructuring MPOs to Include Representation by Providers of Public Transportation

Summary of Proposed Guidance: Federal law provides that an MPO may be restructured to meet MAP-21's representation requirement without having to secure the agreement of the Governor and

October 29, 2013

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local jurisdictions as part of the redesignation process. The proposed guidance also provides examples for MPOs with multiple transit providers to consider, including allocating a single board position to represent all operators, rotating the board position among all eligible providers, or providing all eligible providers with proportional representation.

SCAG Comment:

SCAG concurs that the new transit representation requirement under MAP-21 does not and should not trigger the federal MPO redesignation process. SCAG also reiterates its position as previously stated that the agency's existing board structure already satisfies the new requirement, and that with almost 30 transit providers in the SCAG region, restructuring the SCAG governing board by identifying one of the CTCs representatives to serve as the "specifically designated representative" would be an appropriate approach and is consistent with the example provided in the proposed guidance of having a single position represent the interests of the transit providers. We would only urge again that FTA and FHWA provide maximum flexibility to MPOs with multiple transit providers to determine how it practically coordinates with such transit providers in addressing the matter.

In conclusion, we thank FTA and FHWA for the opportunity to comment on the proposed guidance and for your consideration of SCAG's viewpoints. Should you have any questions regarding this letter, please contact Joann Africa, Chief Counsel, at (213) 236-1928 or africa@scag.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Hasan Ikhrata", with a stylized flourish at the end.

Hasan Ikhrata
Executive Director

HI:ja

REPORT

DATE: November 7, 2013

TO: Community, Economic, and Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Jung Seo, Senior Regional Planner, 213-236-1861, seo@scag.ca.gov

SUBJECT: 2016 RTP/SCS Local Input Update

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff will provide the final status report on land use input and Map Book review received from local jurisdictions during Stage 1 of the Local Input Process for the development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies; Objective c: Develop, maintain and enhance data and information to support planning and decision making in a timely and effective manner.

BACKGROUND:

SCAG has worked with local jurisdictions to update its land use database as the first stage of a bottom-up local input process for the 2016 RTP/SCS. Beginning in March 2013, staff communicated with 197 local jurisdictions and coordinated with each subregional organization to request the most recent land use information to ensure accuracy of the land use information which will be carried over into the general plan-based growth forecasts for 2020, 2035, and 2040. This data was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, openspace, farmland, and other resource data into an individual draft Map Book for each city and county in the region. On August 9, 2013, this information was sent to each jurisdiction's planning director and city manager for their review and input was requested to be submitted to SCAG by September 13, 2013. This stage of land use data collection and review (i.e., Stage 1) is also introduced and highlighted in the September 12, 2013 CEHD agenda report, Local Input Communication Letter Initiating the Bottom-Up Local Input Process for the 2016 RTP/SCS.

With collaborative support of local jurisdictions and subregional organizations, SCAG staff received general plan land use input from 160 local jurisdictions and Map Book input from 49 local jurisdictions. SCAG staff will continue to reach out to the remaining local jurisdictions to collect the local input and to confirm SCAG staff's land use updates during Stage 2 of the process. SCAG staff will also provide local planners with GIS training and other GIS services necessary to maintain the local jurisdictions' GIS land use database.

REPORT

FISCAL IMPACT:

Work associated with this item is included in the current FY 2013-14 Overall Work Program under 045.SCG00694.01 GIS Development and Applications and 045.SCG00694.03 Professional GIS Services Program Support.

ATTACHMENT:

Status for Stage 1 of Local Input Process as of October 28, 2013

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTIONS IN SUBREGION	LAND USE INPUT RECEIVED ¹	INPUT RECEIVED ¹ (%)	MAP BOOK INPUT RECEIVED ²	INPUT RECEIVED ² (%)	STAGE 1 LOCAL INPUT PROCESS COMPLETED ³	INPUT COMPLETED ³ (%)
Imperial	ICTC*	8	8	100%	4	50%	4	50%
Los Angeles	Arroyo Verdugo	3	3	100%	0	0%	0	0%
Los Angeles	City of Los Angeles*	3	2	67%	1	33%	1	33%
Los Angeles	GCCOG	26	17	65%	5	19%	5	19%
Los Angeles	Las Virgenes Malibu COG	5	4	80%	3	60%	3	60%
Los Angeles	North Los Angeles County	3	3	100%	0	0%	0	0%
Los Angeles	SBCCOG	15	13	87%	3	20%	3	20%
Los Angeles	SGVCOG	30	20	67%	8	27%	8	27%
Los Angeles	WCCOG	4	4	100%	1	25%	1	25%
Orange	OCCOG*	35	30	86%	7	20%	7	20%
Riverside	CVAG	10	8	80%	2	20%	2	20%
Riverside	WRCOG*	19	16	84%	7	37%	7	37%
San Bernardino	SANBAG*	25	21	84%	2	8%	2	8%
Ventura	VCOG*	11	11	100%	6	55%	6	55%
Totals		197	160	81%	49	25%	49	25%

(Please note that the cities in the San Fernando Valley Council of Governments (SFVCOG) are not included to avoid double counting of city numbers.)

(* Includes county unincorporated area.)

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual Map Book for each city and county in the region.

2. Total number of local jurisdictions that provided review comments and/or corrections on the Map Book (released to local jurisdictions on August 9, 2013).

3. Total number of local jurisdictions that provided the complete inputs during the Stage 1 of Local Input Process. For those jurisdictions who have yet to submit input to SCAG, staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Imperial	ICTC	Brawley	Yes	Yes	Yes
Imperial	ICTC	Calexico	Yes	Yes	Yes
Imperial	ICTC	Calipatria	Yes	No	No
Imperial	ICTC	El Centro	Yes	Yes	Yes
Imperial	ICTC	Holtville	Yes	No	No
Imperial	ICTC	Imperial	Yes	No	No
Imperial	ICTC	Westmorland	Yes	Yes	Yes
Imperial	ICTC	Unincorporated	Yes	No	No
Los Angeles	Arroyo Verdugo	Burbank	Yes	No	No
Los Angeles	Arroyo Verdugo	Glendale	Yes	No	No
Los Angeles	Arroyo Verdugo	La Canada Flintridge	Yes	No	No
Los Angeles	City of Los Angeles	Los Angeles	Yes	Yes	Yes
Los Angeles	City of Los Angeles	San Fernando	No	No	No
Los Angeles	GCCOG	Artesia	No	No	No
Los Angeles	GCCOG	Avalon	Yes	No	No
Los Angeles	GCCOG	Bell	No	No	No
Los Angeles	GCCOG	Bell Gardens	Yes	No	No
Los Angeles	GCCOG	Bellflower	Yes	Yes	Yes
Los Angeles	GCCOG	Cerritos	Yes	Yes	Yes
Los Angeles	GCCOG	Commerce	Yes	Yes	Yes
Los Angeles	GCCOG	Compton	Yes	No	No
Los Angeles	GCCOG	Cudahy	Yes	Yes	Yes
Los Angeles	GCCOG	Downey	Yes	No	No
Los Angeles	GCCOG	Hawaiian Gardens	Yes	No	No
Los Angeles	GCCOG	Huntington Park	No	No	No
Los Angeles	GCCOG	La Habra Heights	No	No	No
Los Angeles	GCCOG	La Mirada	No	No	No
Los Angeles	GCCOG	Lakewood	Yes	No	No
Los Angeles	GCCOG	Long Beach	Yes	No	No
Los Angeles	GCCOG	Lynwood	No	No	No
Los Angeles	GCCOG	Maywood	Yes	No	No
Los Angeles	GCCOG	Norwalk	Yes	Yes	Yes
Los Angeles	GCCOG	Paramount	Yes	No	No
Los Angeles	GCCOG	Pico Rivera	Yes	No	No
Los Angeles	GCCOG	Santa Fe Springs	Yes	No	No
Los Angeles	GCCOG	Signal Hill	No	No	No
Los Angeles	GCCOG	South Gate	No	No	No
Los Angeles	GCCOG	Vernon	No	No	No
Los Angeles	GCCOG	Whittier	Yes	No	No
Los Angeles	Las Virgenes Malibu COG	Agoura Hills	Yes	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Calabasas	Yes	No	No
Los Angeles	Las Virgenes Malibu COG	Hidden Hills	No	No	No
Los Angeles	Las Virgenes Malibu COG	Malibu	Yes	Yes	Yes
Los Angeles	Las Virgenes Malibu COG	Westlake Village	Yes	Yes	Yes
Los Angeles	North Los Angeles County	Lancaster	Yes	No	No
Los Angeles	North Los Angeles County	Palmdale	Yes	No	No
Los Angeles	North Los Angeles County	Santa Clarita	Yes	No	No
Los Angeles	SBCCOG	Carson	Yes	Yes	Yes
Los Angeles	SBCCOG	El Segundo	Yes	No	No
Los Angeles	SBCCOG	Gardena	Yes	No	No
Los Angeles	SBCCOG	Hawthorne	No	No	No
Los Angeles	SBCCOG	Hermosa Beach	Yes	Yes	Yes
Los Angeles	SBCCOG	Inglewood	Yes	No	No
Los Angeles	SBCCOG	Lawndale	No	No	No
Los Angeles	SBCCOG	Lomita	Yes	No	No
Los Angeles	SBCCOG	Manhattan Beach	Yes	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Los Angeles	SBCCOG	Palos Verdes Estates	Yes	No	No
Los Angeles	SBCCOG	Rancho Palos Verdes	Yes	No	No
Los Angeles	SBCCOG	Redondo Beach	Yes	No	No
Los Angeles	SBCCOG	Rolling Hills	Yes	Yes	Yes
Los Angeles	SBCCOG	Rolling Hills Estates	Yes	No	No
Los Angeles	SBCCOG	Torrance	Yes	No	No
Los Angeles	SGVCOG	Alhambra	Yes	Yes	Yes
Los Angeles	SGVCOG	Arcadia	Yes	Yes	Yes
Los Angeles	SGVCOG	Azusa	Yes	No	No
Los Angeles	SGVCOG	Baldwin Park	Yes	No	No
Los Angeles	SGVCOG	Bradbury	Yes	No	No
Los Angeles	SGVCOG	Claremont	Yes	No	No
Los Angeles	SGVCOG	Covina	Yes	No	No
Los Angeles	SGVCOG	Diamond Bar	No	No	No
Los Angeles	SGVCOG	Duarte	Yes	No	No
Los Angeles	SGVCOG	El Monte	Yes	No	No
Los Angeles	SGVCOG	Glendora	Yes	Yes	Yes
Los Angeles	SGVCOG	Industry	Yes	Yes	Yes
Los Angeles	SGVCOG	Irwindale	No	No	No
Los Angeles	SGVCOG	La Puente	No	No	No
Los Angeles	SGVCOG	La Verne	No	No	No
Los Angeles	SGVCOG	Monrovia	No	No	No
Los Angeles	SGVCOG	Montebello	Yes	Yes	Yes
Los Angeles	SGVCOG	Monterey Park	Yes	No	No
Los Angeles	SGVCOG	Pasadena	Yes	No	No
Los Angeles	SGVCOG	Pomona	Yes	Yes	Yes
Los Angeles	SGVCOG	Rosemead	Yes	No	No
Los Angeles	SGVCOG	San Dimas	Yes	No	No
Los Angeles	SGVCOG	San Gabriel	Yes	Yes	Yes
Los Angeles	SGVCOG	San Marino	No	No	No
Los Angeles	SGVCOG	Sierra Madre	No	No	No
Los Angeles	SGVCOG	South El Monte	Yes	Yes	Yes
Los Angeles	SGVCOG	South Pasadena	Yes	No	No
Los Angeles	SGVCOG	Temple City	No	No	No
Los Angeles	SGVCOG	Walnut	No	No	No
Los Angeles	SGVCOG	West Covina	No	No	No
Los Angeles	WCCOG	Beverly Hills	Yes	No	No
Los Angeles	WCCOG	Culver City	Yes	No	No
Los Angeles	WCCOG	Santa Monica	Yes	Yes†	Yes†
Los Angeles	WCCOG	West Hollywood	Yes	No	No
Los Angeles	County of Los Angeles	Unincorporated	Yes	No	No
Orange	OCCOG	Aliso Viejo	Yes	No	No
Orange	OCCOG	Anaheim	Yes	Yes	Yes
Orange	OCCOG	Brea	Yes	No	No
Orange	OCCOG	Buena Park	Yes	No	No
Orange	OCCOG	Costa Mesa	Yes	No	No
Orange	OCCOG	Cypress	No	No	No
Orange	OCCOG	Dana Point	Yes	Yes	Yes
Orange	OCCOG	Fountain Valley	No	No	No
Orange	OCCOG	Fullerton	Yes	No	No
Orange	OCCOG	Garden Grove	Yes	No	No
Orange	OCCOG	Huntington Beach	Yes	Yes	Yes
Orange	OCCOG	Irvine	Yes	No	No
Orange	OCCOG	La Habra	Yes	No	No
Orange	OCCOG	La Palma	Yes	No	No
Orange	OCCOG	Laguna Beach	Yes	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
Orange	OCCOG	Laguna Hills	Yes	No	No
Orange	OCCOG	Laguna Niguel	Yes	Yes	Yes
Orange	OCCOG	Laguna Woods	Yes	No	No
Orange	OCCOG	Lake Forest	Yes	Yes†	Yes†
Orange	OCCOG	Los Alamitos	Yes	No	No
Orange	OCCOG	Mission Viejo	Yes	No	No
Orange	OCCOG	Newport Beach	Yes	No	No
Orange	OCCOG	Orange	Yes	No	No
Orange	OCCOG	Placentia	No	No	No
Orange	OCCOG	Rancho Santa Margarita	Yes	Yes	Yes
Orange	OCCOG	San Clemente	Yes	No	No
Orange	OCCOG	San Juan Capistrano	Yes	No	No
Orange	OCCOG	Santa Ana	Yes	No	No
Orange	OCCOG	Seal Beach	Yes	No	No
Orange	OCCOG	Stanton	Yes	No	No
Orange	OCCOG	Tustin	Yes	Yes	Yes
Orange	OCCOG	Villa Park	Yes	No	No
Orange	OCCOG	Westminster	No	No	No
Orange	OCCOG	Yorba Linda	No	No	No
Orange	OCCOG	Unincorporated	Yes†	No	No
Riverside	CVAG	Blythe	No	No	No
Riverside	CVAG	Cathedral City	Yes	No	No
Riverside	CVAG	Coachella	Yes	Yes	Yes
Riverside	CVAG	Desert Hot Springs	No	No	No
Riverside	CVAG	Indian Wells	Yes	No	No
Riverside	CVAG	Indio	Yes	No	No
Riverside	CVAG	La Quinta	Yes	No	No
Riverside	CVAG	Palm Desert	Yes	No	No
Riverside	CVAG	Palm Springs	Yes	No	No
Riverside	CVAG	Rancho Mirage	Yes	Yes	Yes
Riverside	WRCOG	Banning	Yes	No	No
Riverside	WRCOG	Beaumont	No	No	No
Riverside	WRCOG	Calimesa	Yes	Yes	Yes
Riverside	WRCOG	Canyon Lake	No	No	No
Riverside	WRCOG	Corona	Yes	Yes	Yes
Riverside	WRCOG	Eastvale	Yes	Yes	Yes
Riverside	WRCOG	Hemet	Yes	No	No
Riverside	WRCOG	Jurupa Valley	Yes	Yes	Yes
Riverside	WRCOG	Lake Elsinore	Yes	No	No
Riverside	WRCOG	Menifee	Yes	No	No
Riverside	WRCOG	Moreno Valley	Yes	No	No
Riverside	WRCOG	Murrieta	Yes	No	No
Riverside	WRCOG	Norco	No	No	No
Riverside	WRCOG	Perris	Yes	Yes	Yes
Riverside	WRCOG	Riverside	Yes	No	No
Riverside	WRCOG	San Jacinto	Yes	No	No
Riverside	WRCOG	Temecula	Yes	Yes	Yes
Riverside	WRCOG	Wildomar	Yes	Yes†	Yes†
Riverside	County of Riverside	Unincorporated	Yes	No	No
San Bernardino	SANBAG	Adelanto	Yes	No	No
San Bernardino	SANBAG	Apple Valley	Yes	No	No
San Bernardino	SANBAG	Barstow	Yes	No	No
San Bernardino	SANBAG	Big Bear Lake	Yes	No	No
San Bernardino	SANBAG	Chino	Yes	No	No
San Bernardino	SANBAG	Chino Hills	Yes	No	No
San Bernardino	SANBAG	Colton	No	No	No

LOCAL INPUT STATUS FOR STAGE 1 OF LOCAL INPUT PROCESS

(As of 10/28/13)

COUNTY	SUBREGION	JURISDICTION	LAND USE INPUT RECEIVED? ¹	MAP BOOK INPUT RECEIVED? ²	STAGE 1 LOCAL INPUT PROCESS COMPLETED? ³
San Bernardino	SANBAG	Fontana	Yes	No	No
San Bernardino	SANBAG	Grand Terrace	Yes	No	No
San Bernardino	SANBAG	Hesperia	Yes	No	No
San Bernardino	SANBAG	Highland	Yes	No	No
San Bernardino	SANBAG	Loma Linda	Yes	No	No
San Bernardino	SANBAG	Montclair	Yes	No	No
San Bernardino	SANBAG	Needles	Yes	No	No
San Bernardino	SANBAG	Ontario	Yes	Yes	Yes
San Bernardino	SANBAG	Rancho Cucamonga	Yes	No	No
San Bernardino	SANBAG	Redlands	No	No	No
San Bernardino	SANBAG	Rialto	Yes	Yes	Yes
San Bernardino	SANBAG	San Bernardino	Yes	No	No
San Bernardino	SANBAG	Twentynine Palms	Yes	No	No
San Bernardino	SANBAG	Upland	No	No	No
San Bernardino	SANBAG	Victorville	Yes	No	No
San Bernardino	SANBAG	Yucaipa	Yes	No	No
San Bernardino	SANBAG	Yucca Valley	No	No	No
San Bernardino	SANBAG	Unincorporated	Yes	No	No
Ventura	VCOG	Camarillo	Yes	Yes	Yes
Ventura	VCOG	Fillmore	Yes	No	No
Ventura	VCOG	Moorpark	Yes	Yes	Yes
Ventura	VCOG	Ojai	Yes	Yes	Yes
Ventura	VCOG	Oxnard	Yes	Yes	Yes
Ventura	VCOG	Port Hueneme	Yes	Yes	Yes
Ventura	VCOG	San Buenaventura	Yes	No	No
Ventura	VCOG	Santa Paula	Yes	No	No
Ventura	VCOG	Simi Valley	Yes	No	No
Ventura	VCOG	Thousand Oaks	Yes	Yes	Yes
Ventura	VCOG	Unincorporated	Yes	No	No

(† SCAG staff has requested that jurisdiction provide additional information for clarification in order to complete local input process.)

1. Beginning in March 2013, SCAG staff contacted each local jurisdiction in the region and requested general plan land use and zoning information. The initial land use input was integrated into SCAG's land use database and was published along with other geographic data such as existing land use, open space, farmland, and other resource data into an individual Map Book for each city and county in the region.

2. 'Yes' indicates that local jurisdictions provided comments and/or corrections on the Map Book (released to local jurisdictions on August 9, 2013).

3. 'Yes' indicates that local jurisdictions provided the complete inputs during the Stage 1 of Local Input Process. For those jurisdictions who have yet to submit input to SCAG, staff will continue to receive revisions on the Map Book during the next stage of the Local Input Process (November 2013 through May 2014).

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REPORT

DATE: November 7, 2013

TO: Community, Economic, and Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ma'Ayn Johnson; Senior Regional Planner, Land Use & Environmental Planning; (213) 236-1975; johnson@scag.ca.gov

SUBJECT: Update on Housing Element Compliance Status from SCAG Jurisdictions

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File Only - No Action Required.

EXECUTIVE SUMMARY:

SCAG completed its 5th RHNA cycle with the adoption of the Final Regional Housing Needs Assessment (RHNA) Allocation Plan by the Regional Council on October 4, 2012 and approval of the Final RHNA by California Department of Housing and Community Development (HCD) on November 26, 2012. Local jurisdictions were required to adopt the updated Housing Elements for the 5th planning cycle by October 15, 2013. Per request from the CEHD Committee members at the September 12, 2013 CEHD meeting, SCAG staff has been providing updates on the status of 5th housing element compliance in the SCAG region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

To comply with state housing law, jurisdictions within California must update their housing element every eight (8) years. In addition to providing a site and zoning analysis to accommodate the projected housing need as determined by the RHNA Allocation Plan, jurisdictions are required to assess their existing housing needs. Housing elements for the 5th planning cycle (October 2013 to October 2021) must be adopted by jurisdictions within the SCAG region by October 15, 2013. Typically, jurisdictions adopt their respective final housing elements after receiving comments from HCD on their submitted draft housing element.

According to HCD, as of October 21, 2013, 33% of the 197 local jurisdictions in the SCAG region have not yet submitted a draft Housing element for the 5th planning cycle for HCD's review. Jurisdictions that do not adopt its housing element within 120 days of the deadline must revert to a four-year housing element.

The most up-to-date list of Housing elements under review by HCD is available at:

<http://www.hcd.ca.gov/hpd/hrc/plan/he/review.pdf>. It should be noted that the list also includes local jurisdictions that are outside of the SCAG region. Some jurisdictions on the list have not adopted their Housing Elements for the 4th planning cycle.

REPORT

FISCAL IMPACT:

Activities related to this item are included in the SCAG budget under 080.SCG00153.06.

ATTACHMENT:

None

REPORT

DATE: November 7, 2013

TO: Transportation Committee (TC)

FROM: Naresh Amatya, Manager, Transportation Planning, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Status Update on Pilot Project to Test Applicability of Travel Time Reliability Tools Developed Under the Strategic Highway Research Program (SHRP 2) to Planning Efforts in the SCAG Region

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

In late 2012, SCAG, System Metrics Group, Inc., CLR Analytics Inc., and the California Department of Transportation (Caltrans) jointly applied for and was awarded a Transportation Research Board (TRB) Strategic Highway Research Program (SHRP) 2 grant to find ways to demonstrate how operational strategies improve the critical performance metric of "travel time reliability." The project award includes \$70,000 that has been allocated for SCAG to support this effort through technical assistance and coordination with local stakeholders in order to ultimately determine whether the new tools can be useful to SCAG and its local transportation planning partners in their planning efforts. SCAG began this work, and has begun to identify improvements and the ability of the tools to be useful for planning purposes in this region. A PowerPoint presentation attached to this report provides a summary of findings to date.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal (1): Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective (c): Provide practical solutions for moving new ideas forward.

BACKGROUND:

As reported at the September 12, 2013 Transportation Committee meeting, SCAG, along with System Metrics Group, Inc., CLR Analytics Inc., and Caltrans jointly applied for a SHRP 2 grant in late 2012. We were subsequently awarded \$358,564.87 to find ways to demonstrate how operational strategies on the highways improve travel time reliability. As defined in the 2012-2035 RTP/SCS, travel time reliability refers to the relative predictability of the public's travel time. A high level of reliability indicates that travelers are able to easily predict the amount of time that a given trip will take, since there is low variability in the expected travel time. On the other hand, low reliability means that there is a high variability in the amount of time that a trip could take, resulting in greater difficulty by a traveler to predict how long a trip is expected to take.

For several years, SCAG and its transportation planning partners have strived to improve the travel time reliability of the region's transportation system. However, while SCAG and its partners have long acknowledged "travel time reliability" to be an important measure of the effectiveness of the transportation system, to date, industry experts are still in the process of developing tools that can accurately assess the effect of highway improvement projects on reliability. TRB's SHRP has encouraged and financed multiple

REPORT

efforts to develop tools to estimate the impact of projects on reliability, value its impact, and forecast it into the future.

The current project award includes \$70,000 that has been allocated for SCAG to support this effort through technical assistance and coordination with local stakeholders in order to ultimately determine whether the new tools can be useful to SCAG and its local transportation planning partners in their planning efforts. Over the past few months, SCAG has worked with several of the new travel time reliability tools in an attempt to calibrate the tools to real-world conditions. Through this effort, SCAG has begun to identify improvements and the ability of the tools to be useful for planning purposes in the region. A PowerPoint presentation attached to this report provides a summary of findings to date.

Moving forward, SCAG will continue its work on developing recommendations to improve the tools to ultimately further SCAG's ability to measure and forecast the critical performance measure of travel time reliability. It is expected that the outcome of this effort will serve as input into the development of the 2016 RTP/SCS and strengthen its performance measurement toolbox.

FISCAL IMPACT:

This effort is funded by a SHRP 2 grant in the amount of \$70,000.

ATTACHMENT:

PowerPoint Presentation: "Testing of Travel Time Reliability Tools"

PILOT PROJECT STATUS UPDATE

Testing of Travel Time Reliability Tools

DEVELOPED UNDER THE
STRATEGIC HIGHWAY RESEARCH PROGRAM (SHRP 2)

Ryan Kuo, Program Manager
November 7, 2013

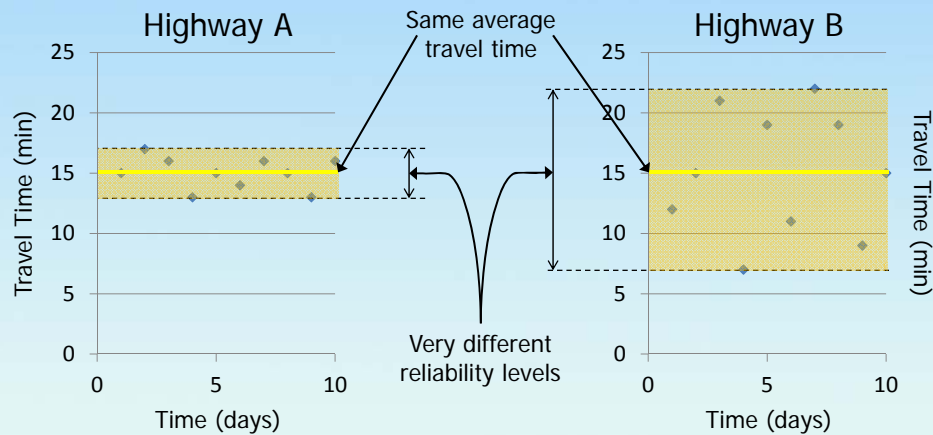


What is travel time reliability?
(one of the 2012-2035 RTP/SCS's performance measures)

RELATIVE
PREDICTABILITY
OF THE PUBLIC'S TRAVEL TIME

What is travel time reliability?

Two highways with the **same mobility**
can have **different reliability** levels



What affects travel time reliability?

- Traffic incidents
- Construction/
maintenance
work zones
- Special events
- Weather
- Fluctuations in
travel demand

Some of these causes can be addressed through relatively inexpensive operational improvements

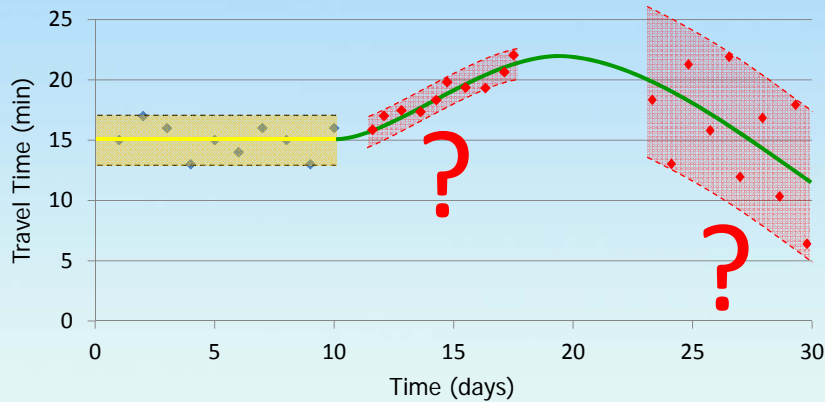
- Traffic incidents
 - Construction/maintenance work zones
 - Special events
 - Weather
 - Fluctuations in travel demand
- Improvements to reduce incidents and/or incident clearance times
 - Shoulders
 - Auxiliary lanes
 - Emergency pull-offs
 - Emergency crossovers
 - Enhanced incident management

Some of these causes can be addressed through relatively inexpensive operational improvements

- Traffic incidents
 - Construction/maintenance work zones
 - Special events
 - Weather
 - Fluctuations in travel demand
- Improvements to reduce impacts of construction and maintenance
 - Shoulders
 - Auxiliary lanes
 - Emergency pull-offs

We can't forecast reliability today

Today's travel demand models can forecast mobility (average travel times, delay), but **cannot forecast reliability**.



Benefits of potentially helpful operational improvements can be easily overlooked today

Today's travel demand models **do not fully capture all the benefits** of operational improvements.

	Relative Cost	Mobility	Reliability
Capital Projects	\$\$\$	Usually Large Mobility Benefits	?
Operational Improvements	\$	Potentially Large Mobility Benefits	?

Wouldn't it be nice if we could predict reliability?

The ability to forecast reliability
benefits of relatively inexpensive
operational improvements could
help decision-makers
**make better transportation
investment decisions.**



Transportation Research Board's efforts to develop tools to forecast reliability

- TRB's Strategic Highway Research Program (SHRP 2)
 - Funded development over the past few years of several **new tools with a goal of forecasting reliability**
 - Currently funding 4 local "pilot testing" projects in the US to **test the tools** against real-world conditions and assess whether they can be useful for planning purposes
 - Puget Sound, Minneapolis, Miami, Southern California

Southern California Research Team

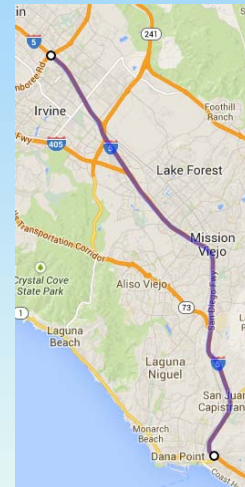
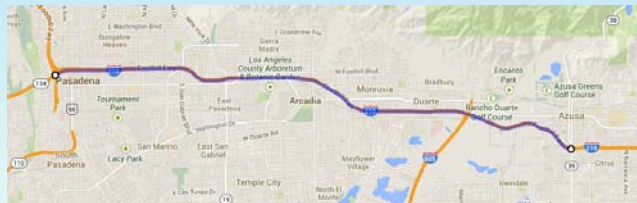
- Southern California Association of Governments
- System Metrics Group, Inc.
- CLR Analytics, Inc.
- Other stakeholders to be consulted throughout the process, including Caltrans

Why is SCAG involved?

- 2012-2035 RTP/SCS commitments:
 - Performance-based planning
 - \$56.7 billion to highway operations & maintenance
- SCAG's involvement in this effort will:
 - Help keep our region at the forefront of performance-based planning
 - Help our region better implement the operational commitments of the RTP/SCS

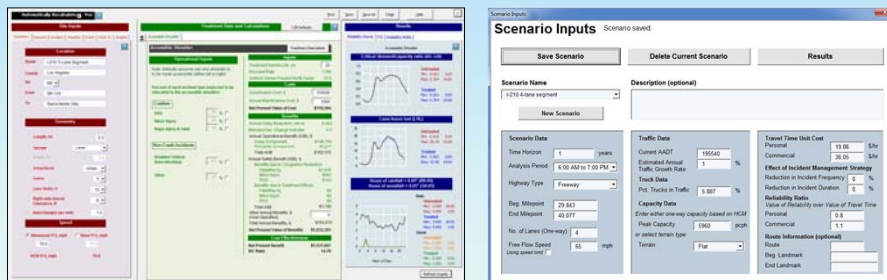
What will our work involve?

- Test tools using select corridors to make recommendations regarding:
 - Usability
 - Technical accuracy



Usability Findings

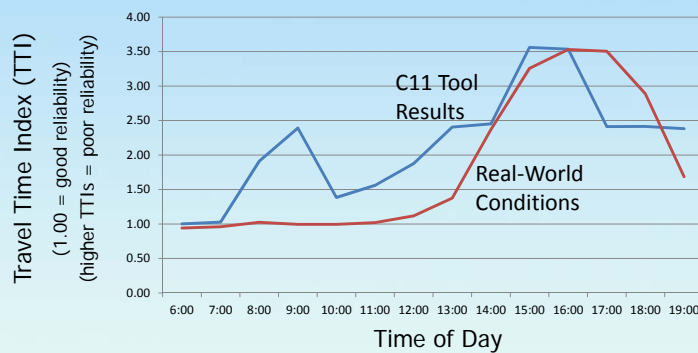
- Preparing the tools for use can be time-intensive
- Staff has identified some areas of improvement in order to make the tools more user-friendly



Technical Findings

Tools may be overly simplistic

The tools have thus far been unable to accurately replicate actual ground conditions



Applicability to SCAG and Its Partners

Initial Thoughts

Tools **have the potential** to be used by both SCAG and local transportation planning agencies if technical accuracy and user-friendliness issues can be addressed.

Next Steps

- Staff will continue working with other team members and stakeholders to test other aspects of the tools
- Staff will return to the Transportation Committee with updates as the testing work continues
- Goals:
 - Improve technical accuracy
 - Improve user-friendliness
 - Improve tools so that SCAG and our partner agencies can utilize them to make more well-informed transportation investment decisions

Questions?



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REPORT

DATE: November 7, 2013

TO: Transportation Committee (TC)

FROM: Alan Thompson, Senior Regional Planner, 213.236.1940, thompson@scag.ca.gov

SUBJECT: SCAG-Metro First Mile/Last Mile Strategic Plan

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

This report will include a presentation of the preliminary recommendations from the SCAG-Metro First Mile/Last Mile Strategic Plan Study.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective c) Provide practical solutions for moving new ideas forward.

BACKGROUND:

SCAG and the Los Angeles County Metropolitan Transportation Authority (Metro) developed a First Mile/Last Mile Strategic Plan as part of the Sustainability Joint-Work Program agreement between the two (2) agencies. The Joint-Work program lists a number of sustainability goals and products, including a County-Wide Safe Routes to School Plan, a First Mile/Last Mile Strategic Plan, and a Regional Plug-in Electric Vehicle Readiness Plan.

The purpose of the First Mile/Last Strategic Plan is to provide guidance thto strategically invest agency resources; and provide the basis for seeking additional capital funds in order to optimize access to high-quality transit corridors. The planning policies and guidelines will be a resource for local governments seeking to collaborate with Metro on transportation improvements to the pedestrian and bicycle access routes that fall within 3 miles of a station.

The guidelines may serve as a resource for other transit agencies and local governments within the SCAG region.

FISCAL IMPACT:

Work associated with this item was included in the FY 2012/13 Overall Work Program under 010.SCG01631.03 First Mile \ Last Mile Metro Study

ATTACHMENT:

PowerPoint: First Mile-Last Mile

SCAG-Metro First Mile/Last Mile Strategic Plan

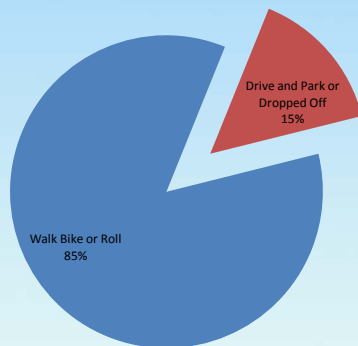
Alan Thompson
Senior Regional Planner

November 7, 2013



First Mile/Last Mile Strategic Plan

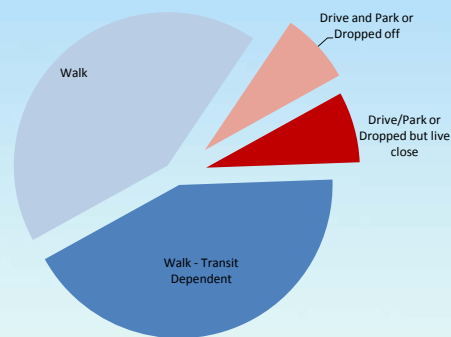
Majority of Transit riders get to stations by walking, biking, skateboarding, etc.



Source: Metro on Board Survey 2011

First Mile/Last Mile Strategic Plan

While ½ of those who use vehicles live close enough to walk or bike;



½ of those who walk are transit-dependent.

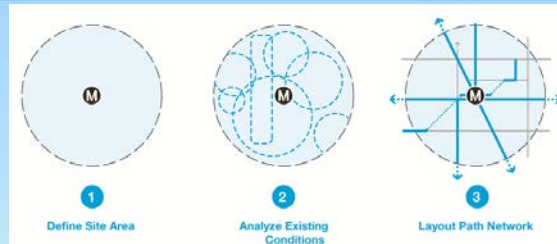
Source: Metro on Board Survey 2011

Site Area Analysis

12 Sites Analyzed and case studies prepared

1. Newhall Metrolink Station
2. Agoura Rd/Liberty Canyon Rd Bus Stop
3. Reseda Orange Line Station
4. North Hollywood Redline Station
5. Olive Street/San Fernando Bus Line Stop
6. Sierra Madre Villa Gold Line Station
7. Wilshire/Normandie Purple Line Station
8. Highland Park Gold Line
9. Douglas Green Line Station
10. Harbor Gateway (Artesia) Transit Center
11. Wilshire/Westwood LRT (proposed)
12. 103rd St./Watts Blue Line

Network Identification and Design



Site Area

- Originally 1/2 mile Walk Shed, 3 mile Bike Shed
- Guidelines suggest
- 1/4 Mile Extended Station Zone
- 1/2 Mile Transit Friendly Zone

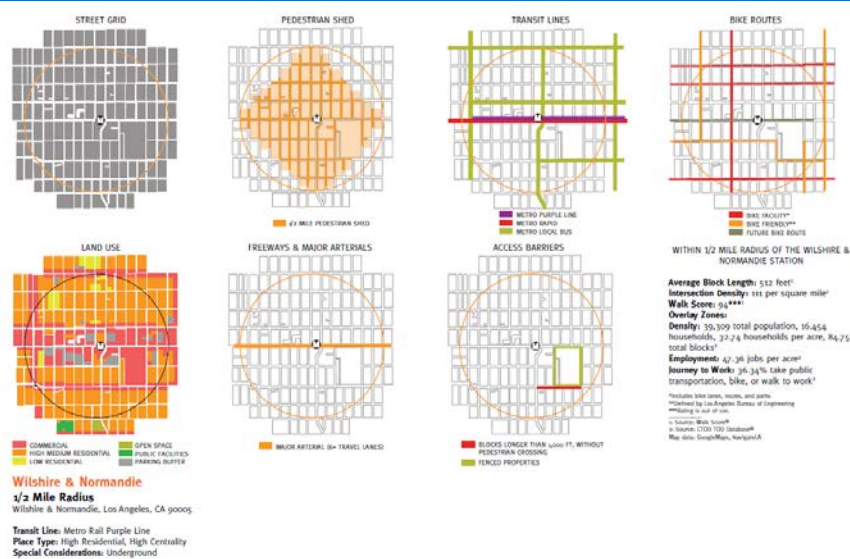
Existing Conditions

- Land Use
- Demographics
- Road Network
- Bikeway network
- Transit Network
- Safety
- Barriers

Layout Network

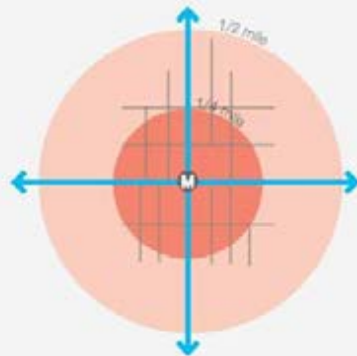
- Develop key focus areas to help increase access to transit

Existing Conditions



Layout Network

Expanding the Sphere of Influence



- Metro Station
- Metro Path Collector
- Metro Path Arterial

■ EXTENDED STATION ZONE (AREA 1)

5-Minute Walk / 2-Minute Bike

- Metro Path is more visible
- Enhanced safety features
- Larger, more prominent Metro Path signage
- Directional markers with time-to-station signage
- Frequent crossings
- Train time arrival/departure digital displays

■ TRANSIT-FRIENDLY ZONE (AREA 2)

10-Minute Walk / 5-Minute Bike

- Less overt, more passive wayfinding & Metro Path markers
- Address the most pressing safety & access improvements, such as:
 - New crossings
 - Curb ramps
 - Maintenance
 - Lighting & landscaping

Components of Strategy

Metro Path Components

Metro Path Components include:

Crossing Enhancements and Connections

- Enhancement of existing crossings
- Mid-block and additional crossings
- Raised crossings
- Cut-throughs and shortcuts
- Curb extensions at intersections
- Scramble crossings

Signage and Wayfinding

- Pylon signage
- Medallion signage
- Curb-edge banding
- Time-to-station notation
- Real-time signage, next train/bus
- Smart technologies

Traffic Calming

- Signal modification
- Other traffic calming

Dignity and Design

- Street furniture
- Landscaping / shade
- Lighting
- Enhanced freeway underpasses / overpasses
- Enhanced bus waiting areas
- Dual curb ramps

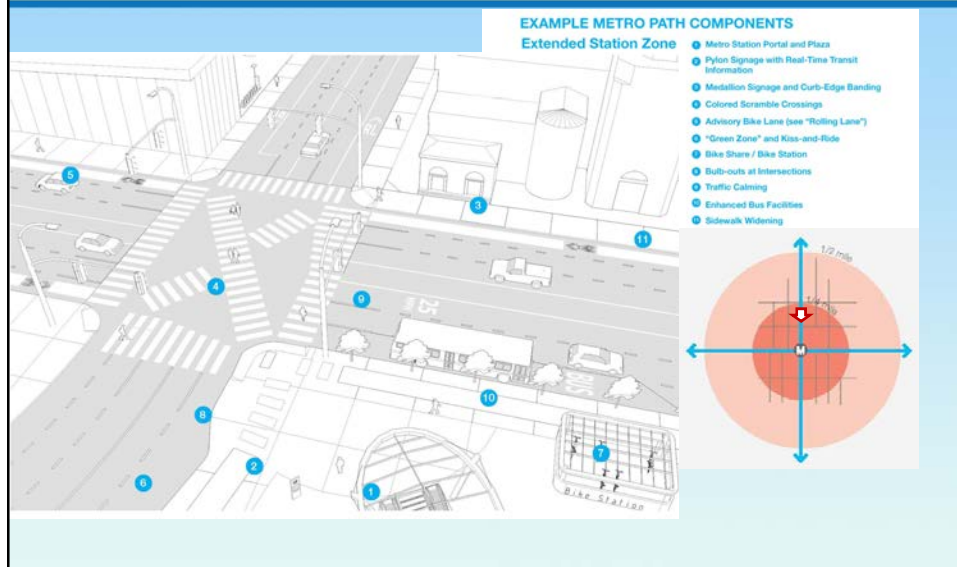
Re-Allocation of the Streetspace

- The "Green Zone"
- Sidewalk widening
- The "Rolling Lane"

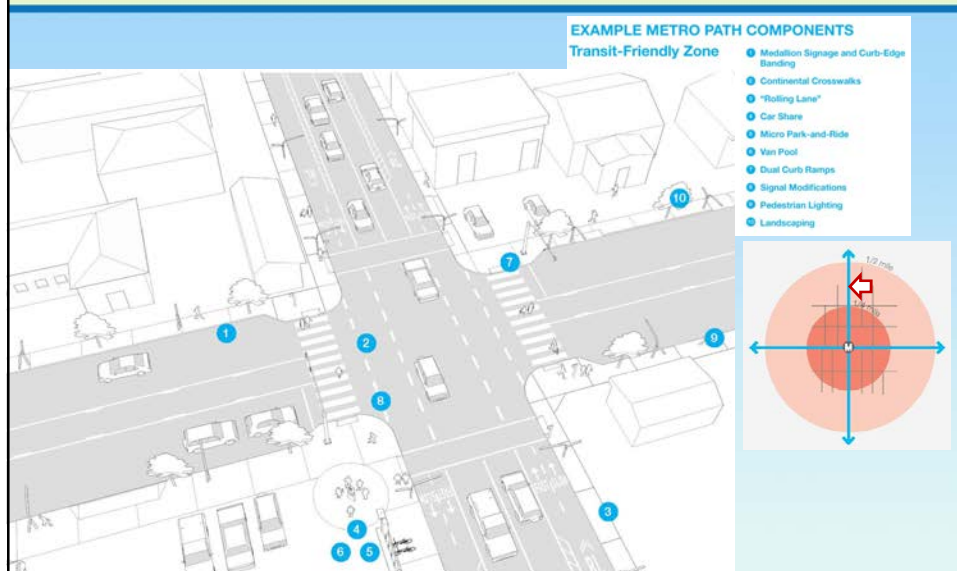
Integrated Transit Access Solutions

- Bike share / Bike station
- Car share
- Neighborhood Electric Vehicles (NEVs)
- Kiss and Ride
- Micro Park and Ride
- Van pool / feeder bus

Components Extended Station Zone



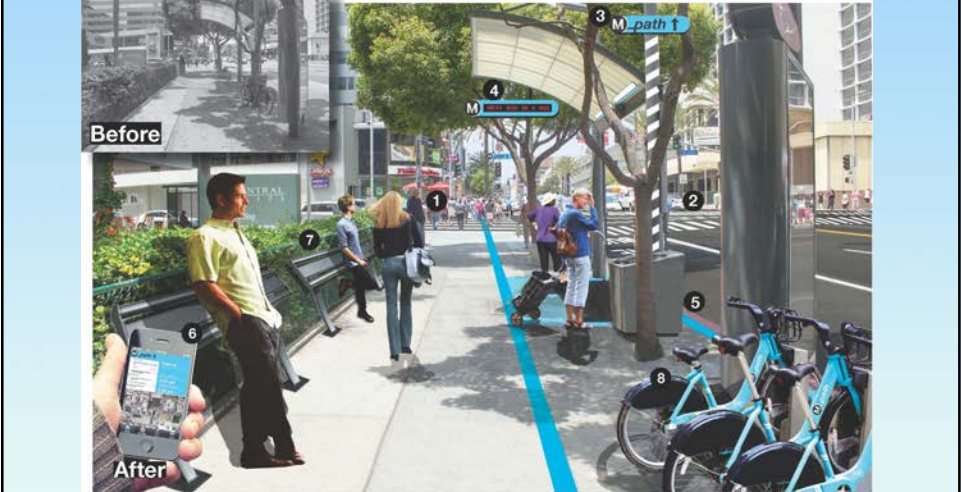
Components Transit Friendly Zone



Example 1 (for Illustrative Purposes)

Wilshire Normandie Station, Location 1	
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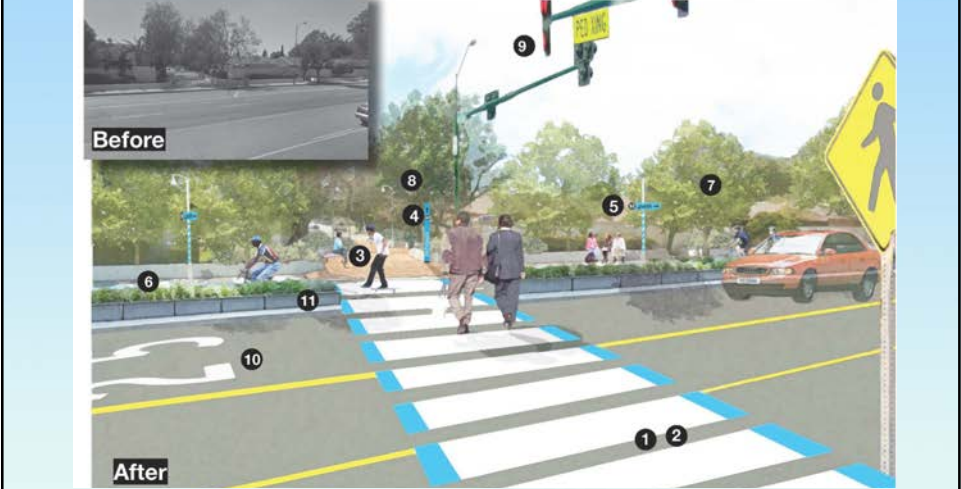
Wiltshire Blvd. and S. Normandie Ave.



Example 2 (for Illustrative Purposes)

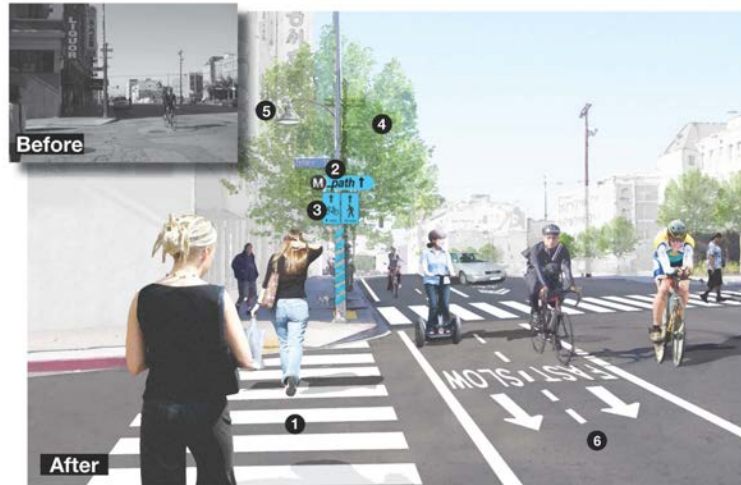
103rd/Watts Station, Location 1

103rd Place and Wilmington Avenue - More-intensive variation, vertical separation along Rolling Lane



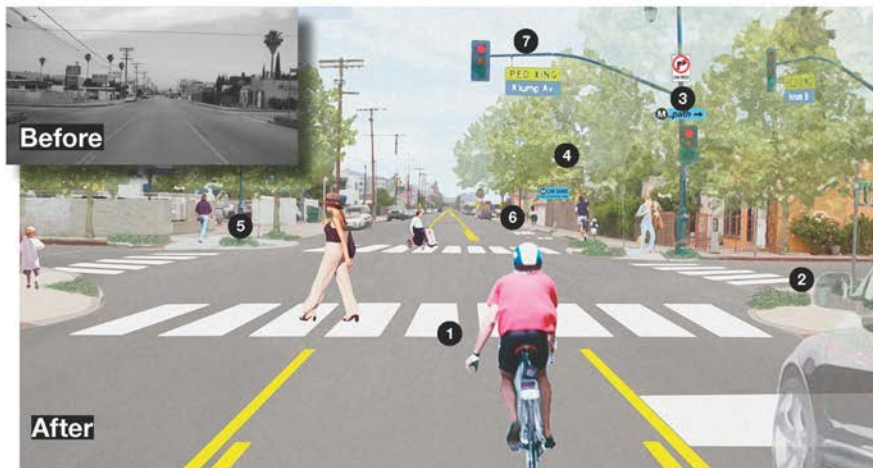
Example 3 (for Illustrative Purposes)

Wilshire Normandie Station, Location 2
8th St. and Fedora St.



Example 4 (for Illustrative Purposes)

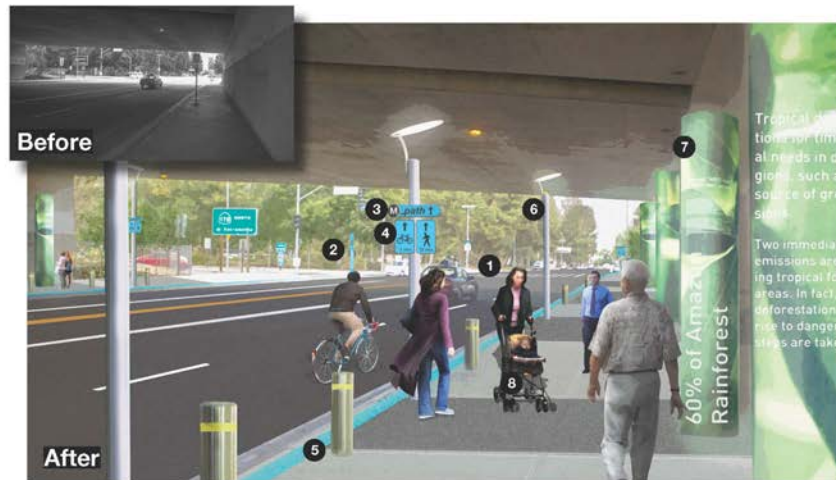
North Hollywood Station, Location 2
Burbank Blvd. and Klump Ave.



Example 5 (for Illustrative Purposes)

North Hollywood Station, Location 3

Magnolia Ave. Underpass



Questions:

Alan Thompson (SCAG)

213.236.1940 thompson@scag.ca.gov

Neha Chawla

213.922.3984 ChawlaN@metro.net



 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

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REPORT

DATE: November 7, 2013

TO: Community, Economic & Human Development Committee (CEHD)
Energy & Environment Committee (EEC)
Transportation Committee (TC)

FROM: Ping Chang, Program Manager; chang@scag.ca.gov; (213) 236-1839

SUBJECT: SB 743: Facilitating Transit-Oriented Development in Southern California

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

As reported at the September RC meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. Since that time, staff has prepared additional analysis as to the impacts to the SCAG region. Specifically, SB 743 applies to certain types of projects within transit priority areas that could benefit from a CEQA exemption if it is also consistent with an adopted specific plan and the regional Sustainable Communities Strategy. In addition, aesthetic and parking impacts of certain infill projects within a transit priority area shall not be considered significant impacts on the environment. The State Office of Planning and Research (OPR) is required to develop guidelines for streamlined CEQA analysis for transportation impacts of projects within transit priority areas (draft by July 1, 2014). Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone.

STRATEGIC PLAN:

This item supports the Strategic Plan, particularly Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

As reported at the September RC meeting and in the Legislative Update, Senate Bill (SB) 743 (Steinberg), recently signed into law by Governor Jerry Brown on September 27, 2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. While SB 743's primary objective is to provide judicial streamlining under CEQA for the proposed Sacramento Kings' sports center, the final bill includes some important statewide CEQA exemption and streamlining provisions for transit-oriented development projects. This report focuses on the statewide provisions portion of the bill and their implications for the SCAG region. It will also compare SB 743 (Steinberg) and SB 375 (Steinberg) in CEQA streamlining provisions as applicable. It is important to note that SB 743 provides additional opportunities for CEQA streamlining beyond what is already contained in SB 375.

Definition and Characteristics of Transit Priority Areas within the SCAG Region

SB 743 focuses the CEQA exemption and other streamlining opportunities in areas with good transit access, i.e. Transit Priority Areas (TPAs). A “TPA” means that an area within one-half mile of a major transit stop that is either existing or planned. (A “major transit stop” means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.) For a planned major transit stop, it needs to be scheduled for completion within the planning horizon included in a Transportation Improvement Program for an adopted State Transportation Improvement Program (STIP) or Regional Transportation Plan (RTP). A TPA is a subset of the High Quality Transit Area in the 2012 RTP/SCS excluding the one-half mile buffer area along the high quality transit corridors (which are corridors with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours).

Within the SCAG region, an estimated 29% of the total population and 41% of the total employment in 2012 were within TPAs located in five of the six counties (see Table 1 below). Due to the extensive Metro-rail system and high quality bus network in Los Angeles County, 44% of the county’s population and 58% of the county’s employment are within TPAs.

Table 1: Estimated Population and Employment Share within Transit Priority Areas

	Existing (2012)	
County	Population*	Employment*
Los Angeles	44%	58%
Orange	19%	26%
Riverside	3%	11%
San Bernardino	8%	16%
Ventura	6%	13%
SCAG Region	29%	41%

*Share of the county or region total

The attachment includes a draft map of TPAs based on the existing (2012) major transit stops. With implementation of the 2012 RTP/SCS, SCAG staff’s initial estimate indicates an approximate two-percentage point increase of the share of the region’s population (31%) and employment (43%) respectively that will be located in the TPAs by 2035.

CEQA Exemption Opportunities within Transit Priority Areas

For projects proposed within a TPA, SB 743 provides full CEQA exemption opportunities if a project meets the following three conditions (unless there are substantial changes in the project(s) in the specific plan referred below or specific plan itself or the circumstances or new material information triggering additional environmental review):

- The project needs to be residential, mixed-use development or the defined employment center

(i.e., zoned for commercial use with a floor area ratio of 0.75 or higher);

- The project will implement and is consistent with a specific plan for which an environmental impact report has been certified; and
- The project is consistent with the general use designation, density, building intensity and applicable policies specified for the project area in either an adopted MPO regional sustainable communities strategy or alternative planning strategy, which has been accepted by the State Air Resources Board.

Prior to SB 743, projects within a TPA had to meet specific requirements on project density and use requirements for residential and mix-use residential projects per SB 375. SB 743 expands the project type to also include an employment center. In addition, SB 743 elevates the significance of specific plans which are very detailed plans implementing a general plan's broader goals and policies in a specific location and often for specific uses. SCAG staff has begun to collect information about specific plans in the region.

Other CEQA Streamlining Opportunities within Transit Opportunity Areas

While infill development provides multiple regional benefits (e.g., improve region-wide congestion and air quality), they may exacerbate the already congested local roadways. Current CEQA requirements rely on levels of service (LOS) methodology to analyze transportation impacts. SB 743 provides a rationale for the need of a new CEQA methodology for transportation impact analysis for which the current practice is auto centric. SB 743 also establishes the principles of the new methodology which should appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG. These principles are consistent with the goals and policies of SCAG 2012 RTP/SCS.

While SB 743 does not include the substantive specifics of the new methodology, it directs OPR to establish criteria for determining the significance of transportation impacts of projects within TPAs, using alternative metrics for traffic level of service. The criteria shall promote the reduction of greenhouse gas emissions; the development of multimodal transportation networks; and a diversity of land uses. OPR may also establish alternative metrics to the metrics used for traffic LOS for transportation impacts outside TPAs, and the alternative metrics may retain traffic LOS, where deemed appropriate by OPR. Finally, OPR is required to circulate draft provisions by July 1, 2014. In addition, aesthetic and parking impacts of infill projects (residential, mixed-use residential, or employment center) within a TPA shall not be considered significant impacts on the environment.

Finally, it is noted that the streamlining provisions do not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation. The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impacts associated with transportation.

Congestion Management Plan Relief Opportunities within the Infill Opportunity Zone

SB 743 redefines Infill Opportunity Zone to align with SB 375. Specifically, the infill opportunity zone will include the TPA plus the half-mile buffer of high quality transit corridors. This new definition of infill opportunity zone is also the same as the definition of High Quality Transit Area in the SCAG 2012 RTP/SCS.

SB 743 allows the re-designation of Infill Opportunity Zone by local jurisdiction (city, county, or both). It repeals the previous termination of an Infill Opportunity Zone designation if no development project is completed within that zone within four years from the date of the designation. Local jurisdictions may initiate the designation by adopting a resolution after making a conformity determination with SB 743's Infill Opportunity Zone definition.

With the redefined infill opportunity zone, SB 743 also extends a provision to exempt streets and highways in an infill opportunity zone from the LOS standards, and instead requires alternate level of service standards to be applied. This will make it easier for cities and counties to develop areas within the infill opportunity zone, even if there is an impact on LOS.

SCAG staff will review the above analysis with SCAG's Global Land Use and Economic Council (GLUE) at their November 11th meeting for comments. SCAG staff will also review the above review the above analysis with SCAG's CEO Sustainability Working Group at their next meeting for comments and report back to the CEHD, EEC and TC committee as needed.

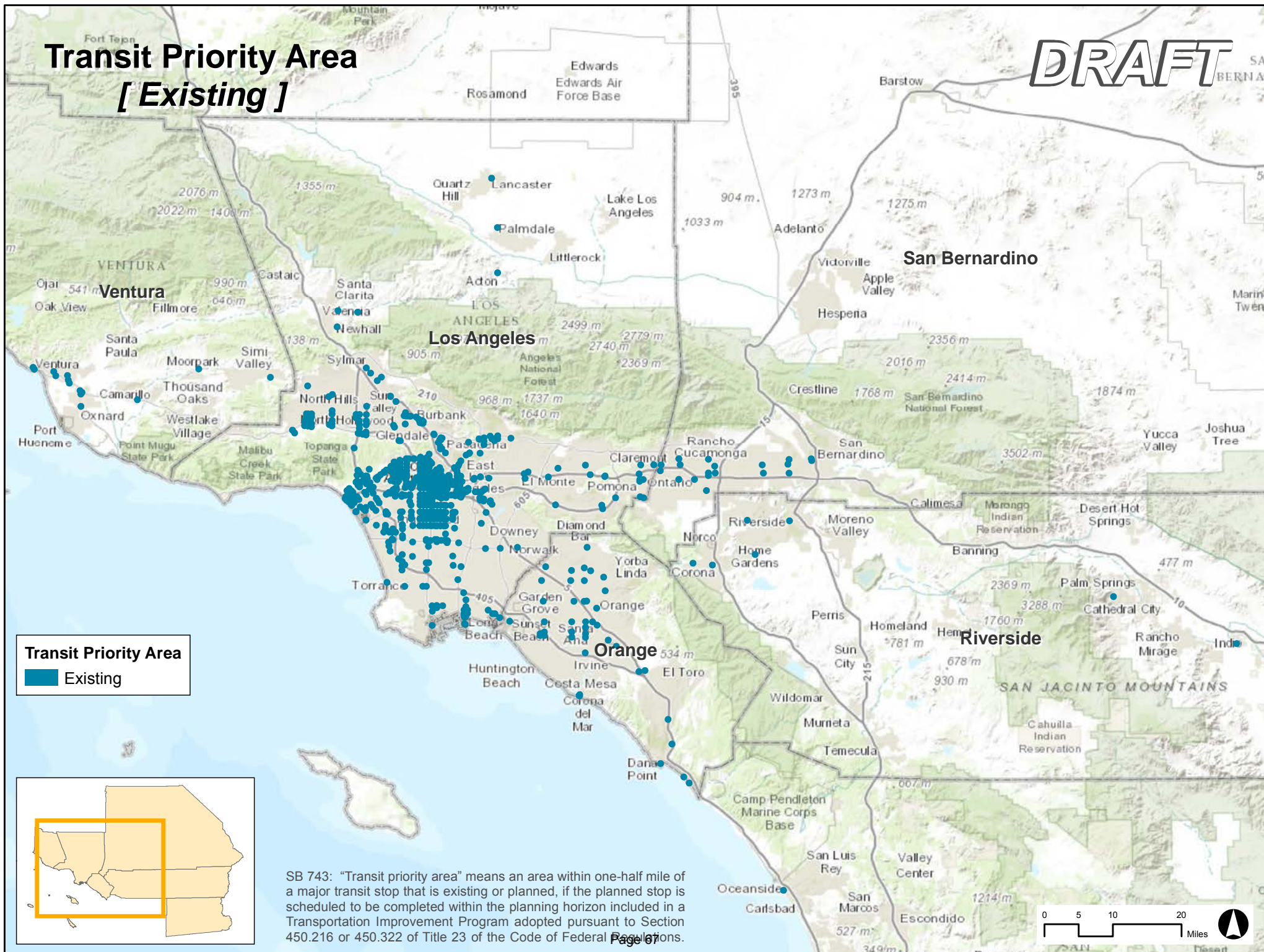
FISCAL IMPACT: Staff activities related to the implementation of SB 743 is included in FY 2013-14 Overall Work Program under 080.SCG153.06.

ATTACHMENT:

Draft Regional and County Maps of Existing (2012) Transit Priority Areas in the SCAG region pursuant to SB 743

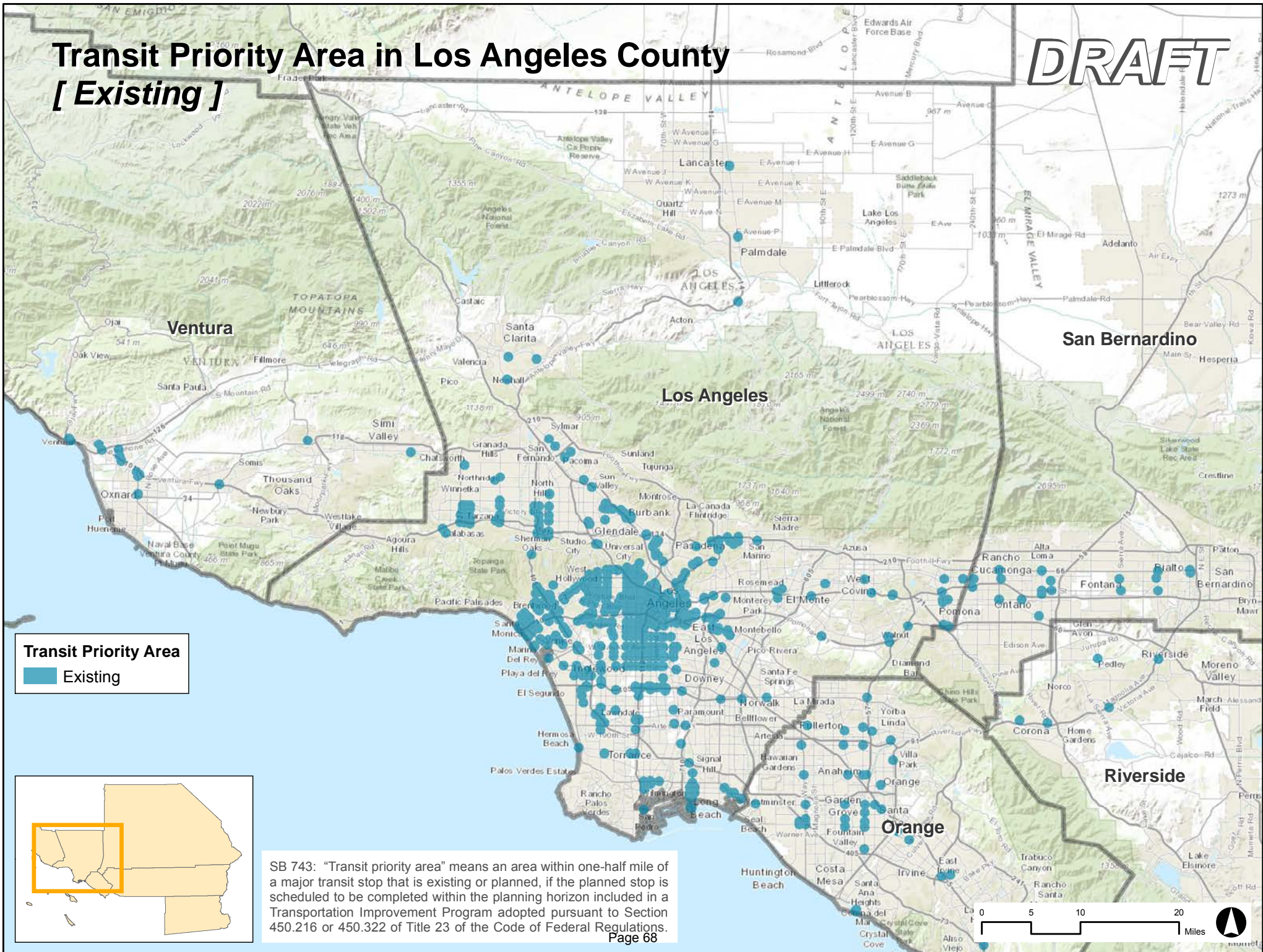
Transit Priority Area [Existing]

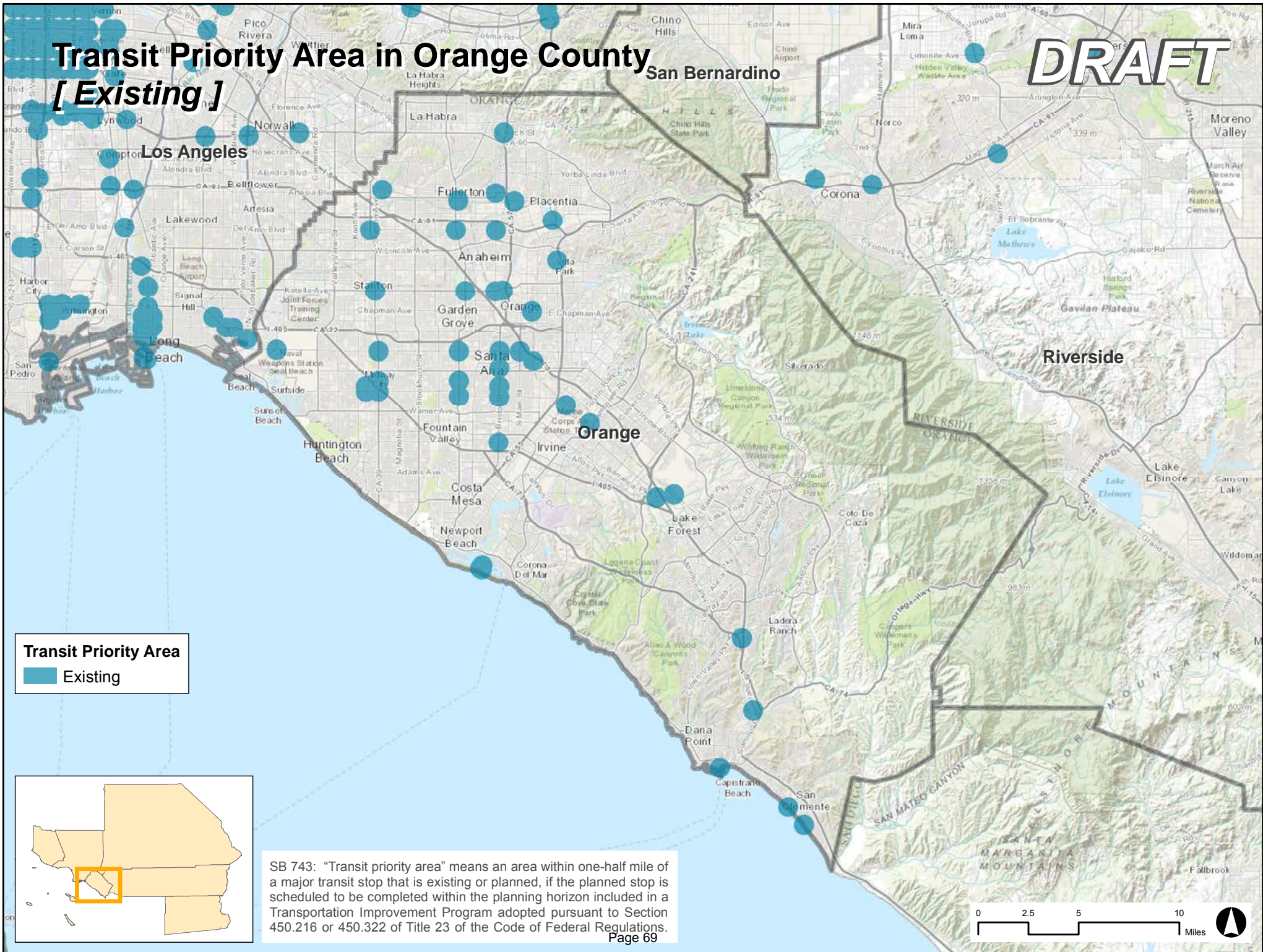
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Transit Priority Area in Los Angeles County [Existing]

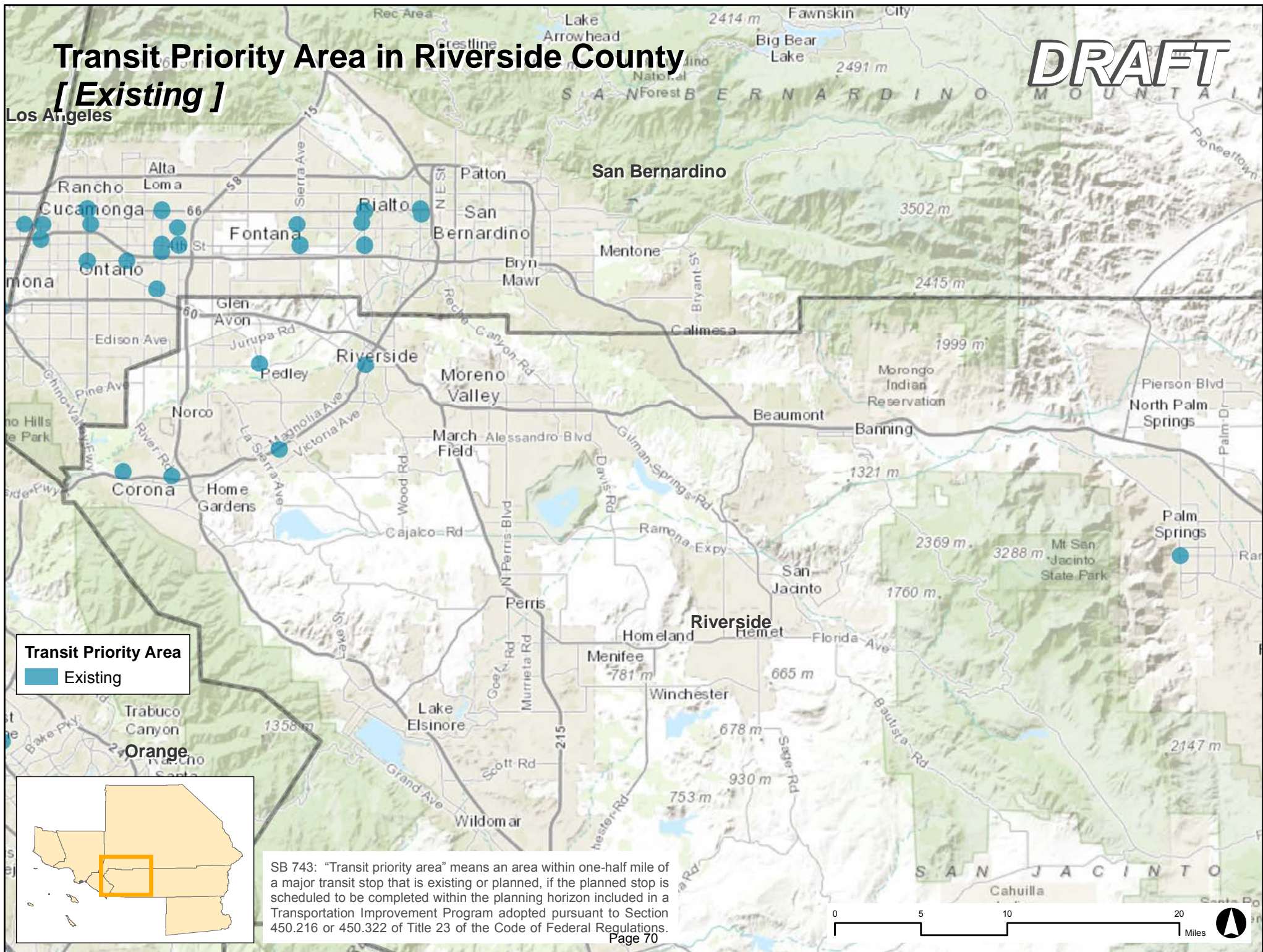
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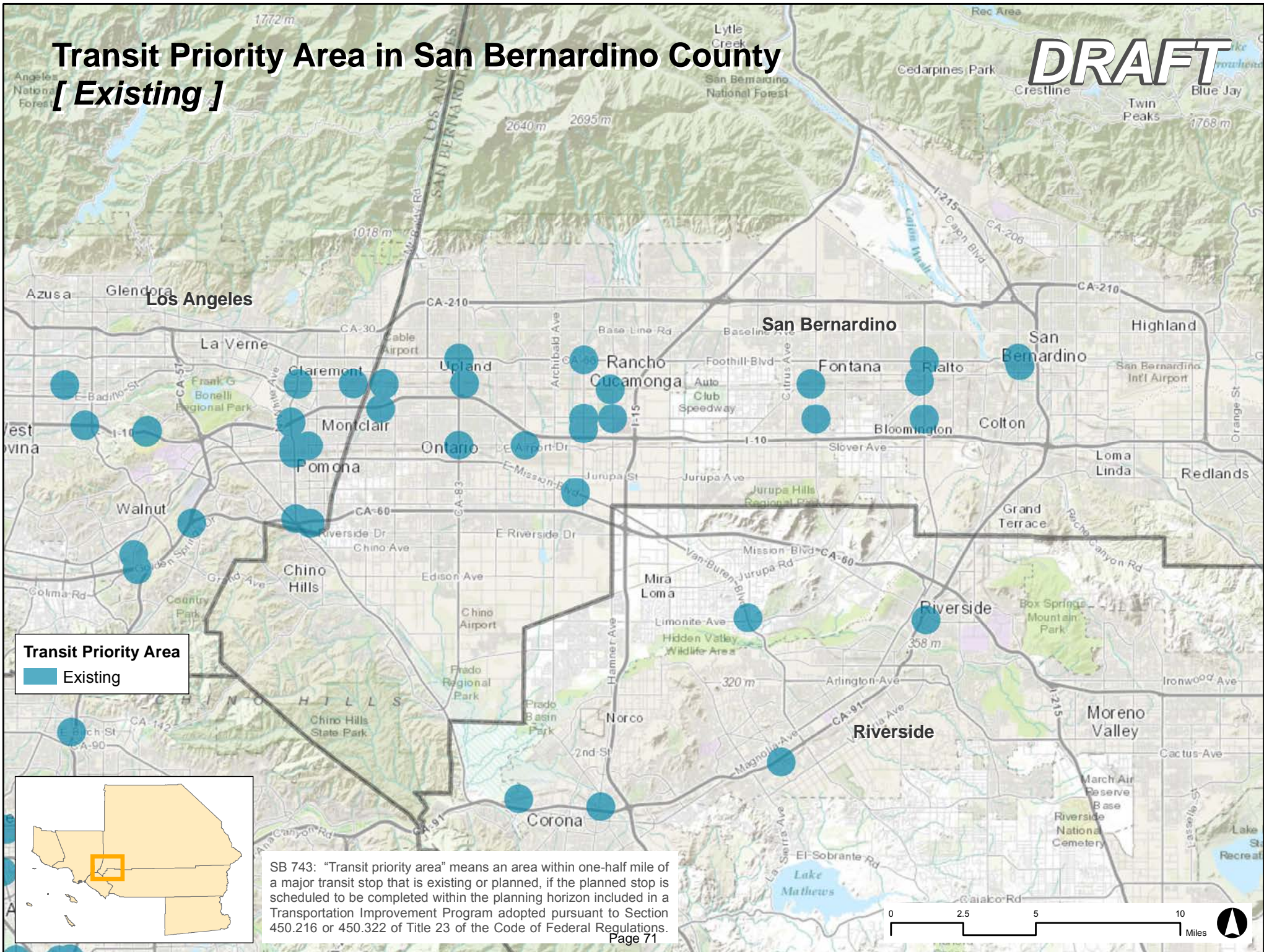
Transit Priority Area in Riverside County [Existing]

DRAFT



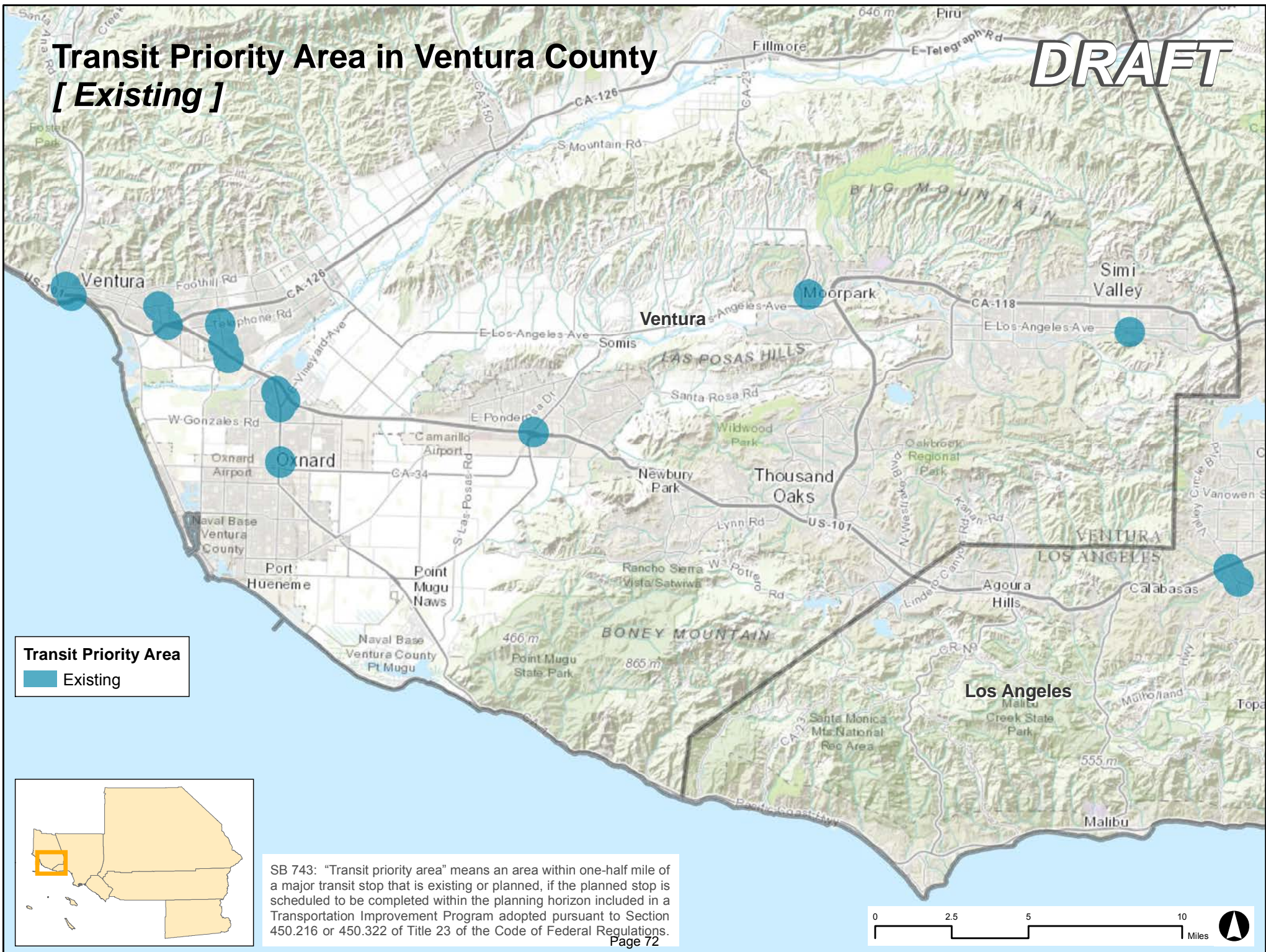
Transit Priority Area in San Bernardino County [Existing]

DRAFT



Transit Priority Area in Ventura County [Existing]

DRAFT



DATE: November 7, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhrata, Executive Director, 213-236-1944; Ikhrata@scag.ca.gov

SUBJECT: SCAG's Compliance with SB 751 (Yee): Meetings – Publication of Action Taken

RECOMMENDED ACTION:

Review and Comment.

EXECUTIVE SUMMARY:

I reported at the last meeting the enactment of SB 751 (Yee), legislation that takes effect January 1, 2014 requiring public agencies such as SCAG to revise procedures for reporting actions taken at public meetings. Below is an update on the status of implementing the new, mandated reporting of actions taken, which we will begin on January 2, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies.

BACKGROUND:

Beginning with the January 2, 2014 EAC, Policy Committee and Regional Council meetings, SCAG will be required to report in the minutes for each action item on the agenda who voted 'aye/noe/abstained.' Currently, SCAG practice is to report the noes and abstentions for each action item and list at the beginning of the meeting who is present. A roll call vote for each action item would dramatically increase the length of the meetings, especially for the meetings of the Regional Council.

Staff previously tested electronic voting and the test resulted in less than 100% accuracy. Staff is investigating more reliable cost effective electronic voting mechanisms but they will not be in place by January 2, 2014. Therefore, staff is proposing for the short term (until electronic voting can be implemented), a manual mechanism for recording votes. It will require members to notify designated SCAG staff by the exit that they are leaving the meeting room if the meeting is still in progress. In this way, through use of the cameras (in the case of the Regional Council), and declaration of a member leaving the room, the minutes will accurately reflect who is present in the room and the respective vote (i.e., aye/noe/abstained) of each member for each of the action items.

Staff considered other alternatives: roll call votes, voting by aisle, etc. and determined that the above method would be accurate and the least time consuming in order to maximize member participation and policy discussion. Staff estimates that electronic voting should be available and in place by the spring of 2014.

REPORT

Staff proposes that the above methodology for recording of votes shall apply to meetings of the Regional Council, the Executive/Administration Committee, the three Policy Committees and any other SCAG committees that are subject to the Brown Act beginning January 2, 2014, in order to be compliant with SB 751.

FISCAL IMPACT:

The fiscal impact related to implementation of SB 751 is nominal at this time.

ATTACHMENT:

SB 751 (Yee): Meetings – Publication of Action Taken

Senate Bill No. 751

CHAPTER 257

An act to amend Section 54953 of the Government Code, relating to local government.

[Approved by Governor September 6, 2013. Filed with
Secretary of State September 6, 2013.]

LEGISLATIVE COUNSEL'S DIGEST

SB 751, Yee. Meetings: publication of action taken.

The Ralph M. Brown Act requires all meetings of the legislative body of a local agency, as defined, to be open and public and prohibits the legislative body from taking action by secret ballot, whether preliminary or final.

This bill would additionally require the legislative body of a local agency to publicly report any action taken and the vote or abstention on that action of each member present for the action, thereby imposing a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

The people of the State of California do enact as follows:

SECTION 1. Section 54953 of the Government Code is amended to read:

54953. (a) All meetings of the legislative body of a local agency shall be open and public, and all persons shall be permitted to attend any meeting of the legislative body of a local agency, except as otherwise provided in this chapter.

(b) (1) Notwithstanding any other provision of law, the legislative body of a local agency may use teleconferencing for the benefit of the public and the legislative body of a local agency in connection with any meeting or proceeding authorized by law. The teleconferenced meeting or proceeding shall comply with all requirements of this chapter and all otherwise applicable provisions of law relating to a specific type of meeting or proceeding.

(2) Teleconferencing, as authorized by this section, may be used for all purposes in connection with any meeting within the subject matter jurisdiction of the legislative body. All votes taken during a teleconferenced meeting shall be by rollcall.

(3) If the legislative body of a local agency elects to use teleconferencing, it shall post agendas at all teleconference locations and conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties or the public appearing before the legislative body of a local agency. Each teleconference location shall be identified in the notice and agenda of the meeting or proceeding, and each teleconference location shall be accessible to the public. During the teleconference, at least a quorum of the members of the legislative body shall participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as provided in subdivision (d). The agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3 at each teleconference location.

(4) For the purposes of this section, “teleconference” means a meeting of a legislative body, the members of which are in different locations, connected by electronic means, through either audio or video, or both. Nothing in this section shall prohibit a local agency from providing the public with additional teleconference locations.

(c) (1) No legislative body shall take action by secret ballot, whether preliminary or final.

(2) The legislative body of a local agency shall publicly report any action taken and the vote or abstention on that action of each member present for the action.

(d) (1) Notwithstanding the provisions relating to a quorum in paragraph (3) of subdivision (b), when a health authority conducts a teleconference meeting, members who are outside the jurisdiction of the authority may be counted toward the establishment of a quorum when participating in the teleconference if at least 50 percent of the number of members that would establish a quorum are present within the boundaries of the territory over which the authority exercises jurisdiction, and the health authority provides a teleconference number, and associated access codes, if any, that allows any person to call in to participate in the meeting and that number and access codes are identified in the notice and agenda of the meeting.

(2) Nothing in this subdivision shall be construed as discouraging health authority members from regularly meeting at a common physical site within the jurisdiction of the authority or from using teleconference locations within or near the jurisdiction of the authority. A teleconference meeting for which a quorum is established pursuant to this subdivision shall be subject to all other requirements of this section.

(3) For purposes of this subdivision, a health authority means any entity created pursuant to Sections 14018.7, 14087.31, 14087.35, 14087.36, 14087.38, and 14087.9605 of the Welfare and Institutions Code, any joint powers authority created pursuant to Article 1 (commencing with Section 6500) of Chapter 5 of Division 7 for the purpose of contracting pursuant to Section 14087.3 of the Welfare and Institutions Code, and any advisory committee to a county sponsored health plan licensed pursuant to Chapter

2.2 (commencing with Section 1340) of Division 2 of the Health and Safety Code if the advisory committee has 12 or more members.

(4) This subdivision shall remain in effect only until January 1, 2018.

SEC. 2. No reimbursement is required by this act under Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district under this act are the costs of complying with Chapter 9 (commencing with Section 54950) of Part 1 of Division 3 of Title 5 of the Government Code. Subdivision (c) of Section 36 of Article XIII of the California Constitution provides that costs of this type are not reimbursable.

CORRECTIONS:

Date—Page 1.

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DATE: November 7, 2013

TO: Regional Council (RC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (RC)

FROM: Hasan Ikhata, Executive Director, (213) 236-1944, ikhata@scag.ca.gov

SUBJECT: AB 32 Scoping Plan First Update - Discussion Draft for Public Review and Comment

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File – No Action Required

EXECUTIVE SUMMARY:

On October 1, 2013, the California Air Resources Board (ARB) released the public discussion draft of the required update to the AB 32 Scoping Plan (Update). The draft Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. A public workshop was hosted by ARB on October 15, 2013. Future steps include a revised draft to be presented to the ARB at its December meeting and consideration of approval of the Update in Spring of 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal #3 (Optimize Organizations Efficiency and Cultivate an Engaged Workforce), Objective c (Define the roles and responsibilities at all levels of the organization).

BACKGROUND:

AB 32 requires the Scoping Plan to be updated every five (5) years. The original Plan, first released in 2008, was developed on the principle that a balanced mix of strategies is the best way to cut emissions and grow California's economy in a clean and sustainable direction. The draft Update continues with the same approach and focuses on three (3) questions:

- How have we done over the past five years?
- What is needed to continue the prescribed course of action to 2020?
- What steps must California now take to meet the state's climate goals beyond 2020?

Specifically, the Update defines ARB's climate change priorities for the next five (5) years and sets the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012. In addition to the statutory 2020 emissions target, Executive Order S-3-05 (06/01/2005) and Executive Order B-16-2012 (03/23/2012) establish long-term climate goals for California to reduce greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050 (Executive Order B-16-2012 is specific to the transportation sector).

California's strategy to meet the goals of AB 32 is based on the continued implementation of adopted actions including Advanced Clean Cars; the 33% Renewables Portfolio Standard; statewide energy-efficiency initiatives; Cap-and-Trade; the Low Carbon Fuel Standard; and other programs. They are designed to achieve significant reductions of greenhouse gases in every sector of California's economy through improved energy efficiency and will provide consumers with cleaner fuel choices.

An important highlight of the draft Scoping Plan Update is the recommendation of a midterm 2030 AB 32 target be adopted to guide ongoing and future policy decisions and provide a clear market signal for continued investment in low-carbon technologies. A 2030 target was not in the original Scoping Plan or in the Executive Orders. The draft Update indicates that the State needs to help regions implement their Sustainable Communities Strategies (SCSs) and achieve the 2035 target emission reductions. It also says continued improvement in land use and transportation planning is necessary to meet the 2050 goal, but it does not change the regional SB375 targets or sets targets past 2035.

The draft Update recognizes the work Metropolitan Planning Organizations have done with the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), and includes a recommendation for the transportation and land use sectors to "support regional planning, local leadership, and implementation of adopted SCSs to help ensure that the expected GHG reductions are achieved."

Further, the Update indicates that technology will be a major strategy to reduce emissions from the transportation sector. The draft Update indicates that changing California's current transportation sector to one dominated by zero-emission vehicles, powered by electricity and hydrogen, is essential to meeting federal air quality standards and long-term climate goals, and seeks to dramatically improve vehicle energy efficiency, widespread electrification of on-road vehicles, and development of low carbon liquid fuels.

A public workshop regarding the Update was held on October 15, 2013. Future steps include a revised draft to be presented to the ARB at its December meeting and consideration of its approval in spring of 2014.

The discussion draft Scoping Plan may be accessed on-line at:
http://www.arb.ca.gov/cc/scopingplan/2013_update/discussion_draft.pdf

FISCAL IMPACT:

Activities related to AB 32 are included in the SCAG budget under 020.SCG00161.04 and 065.SCG02663.02.

ATTACHMENT:

AB 32 Update Discussion Draft – Executive Summary

**Climate Change Scoping Plan
First Update**

Discussion Draft for Public Review and Comment

October 2013

Pursuant to AB 32
The California Global Warming Solutions Act of 2006

Prepared by: California Air
Resources Board for the State
of California

Edmund G. Brown, Jr.
Governor

Matt Rodriquez
Secretary, California Environmental Protection Agency

Mary D. Nichols
Chairman, Air Resources Board

Richard W. Corey
Executive Officer, Air Resources Board

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Appendices

Appendix A: AB 32 Text

Appendix B: CEQA Environmental Assessment (under development and will be in final report)

Appendix C: Status of Scoping Plan Measures (under development and will be in final report)

Appendix D: Focus Group White Papers (under development and will be in final report)

Appendix E: AB 32 Environmental Justice Advisory Committee Initial Recommendations to Inform Development of the 2013 Update to the AB 32 Scoping Plan, August 6, 2013

EXECUTIVE SUMMARY

This document is the draft Update to the initial Scoping Plan, which was built on the principle that a balanced mix of strategies is the best way to cut emissions and grow the economy in a clean and sustainable direction. This Update, required by AB 32, the California Global Warming Solutions Act of 2006, continues with that approach and focuses on three key questions: How have we done over the past five years? What is needed to continue the prescribed course of action to 2020? And what steps must we take in the coming years to continue cutting emissions and growing the economy to meet our long-term climate goals?

California's plan for reducing emissions is comprised of strategies to encourage efficiency in the use of energy and resources, decarbonize our energy and fuel supply, and reduce our demand for greenhouse gas (GHG) emissions-intensive goods. This Update builds upon the initial Scoping Plan with new strategies and expanded measures. The Update identifies opportunities to leverage existing and new funds to drive GHG emission reductions through strategic planning and targeted program investments.

This Update was developed by ARB in collaboration with the Climate Action Team and reflects the input and expertise of a range of state and local government agencies. The Update also reflects public input and recommendations from business, environmental, environmental justice, and community-based organizations. This draft initially will be presented to the Air Resources Board at its October 2013 public meeting.

Progress to Date: A Transformation Under Way

California is on track to meet the goals of AB 32, which envisioned a more efficient California with a vibrant clean economy and attractive investment opportunities. To this end, the State has implemented a comprehensive suite of strategies across sectors that are moving California toward a clean energy future.

Cleaner and More Efficient Energy

California has made tremendous strides in harnessing its abundant renewable energy resources. Currently, about 23 percent of the State's electricity comes from renewable resources. This will increase to at least 33 percent by 2020 under new requirements set in place by Governor Brown in 2011. Renewable energy is rapidly coming down in cost and is already cost-effective in California for millions of homes and businesses, and in certain utility applications. Once thought of as exotic and alternative, renewable energy technologies have now become an integral part of California's energy mix.

California also continues to be a global leader in energy efficiency. Since energy efficiency efforts began 40 years ago, Californians have saved \$74 billion in reduced electricity costs. New green building standards now in effect for homes and businesses, and new standards for appliances, are also continuing to drive ever-greater efficiency

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gains. For example, over the next 10 years more efficient televisions and other “plug loads” will save enough energy to power more than one million homes.

Cleaner Transportation

California has taken a number of innovative actions to cut emissions from the transportation sector.

California’s Low Carbon Fuel Standard (LCFS) is beginning to drive the production of a broad array of cleaner fuels. Since its launch in 2011, the regulation has generated a multitude of unique approaches for cleaner fuels. The LCFS has helped to displace 2 billion gallons of gasoline and diesel; the equivalent of taking half a million vehicles off the road. Companies in California and elsewhere are rising to the challenge by finding innovative ways to produce cleaner, low carbon fuels.

The cars on California’s roads are also undergoing a transformation. California’s first GHG vehicle standards, adopted in 2004, are delivering both carbon dioxide (CO₂) reductions and savings at the pump. Now the federal GHG emissions standard, California’s policies paved the way to deliver these benefits nationwide. The transition to a fleet of lower-emitting, more-efficient vehicles in California will continue beyond 2020 as the result of a package of advanced clean car regulations adopted by ARB in 2012, covering model years 2017–2025. These regulations will ultimately drive down GHG emissions by about half, compared to today’s average vehicle.

California’s pioneering zero emission vehicle (ZEV) regulation is also driving a transformation of the fleet. As a result of ARB’s 2012 ZEV program and Governor Brown’s Executive Order B-16-12, California will see 1.5 million zero emission vehicles on the state’s roads by 2025. Each day, more and more zero emission vehicles and cleaner, more efficient cars are driving on our streets and highways—visible signs of the transformation of California’s transportation sector.

California is also making major strides toward reducing the number of miles vehicles are driven, through more sustainable transportation, land use, and housing planning. The state is leading those efforts with programs and plans that encourage a change in land use patterns and a shift to cleaner modes of transportation, including expanded transit, passenger rail, and high-speed rail service. To date, seven Metropolitan Planning Organizations have adopted Sustainable Community Strategies. In addition to helping drive GHG reductions, these plans will help create more livable communities that offer greater housing and transportation options; improved access to resources and services; safer, more vibrant neighborhoods; and healthier lifestyles where people can live, work, and play without having to get into a car.

Cap-and-Trade Program

Last year, California successfully launched the most comprehensive Cap-and-Trade Program in the world. As the cap is gradually reduced over time, this program will play a key role in ensuring that California remains on track to meet its 2020 reduction target,

and will play an important role in achieving cost-effective reductions beyond 2020. The program is also sending a clear signal to California businesses that investment in clean, low carbon technologies will be rewarded.

In 2014, California will link its Cap-and-Trade Program with Québec's. By demonstrating one way to link cap-and-trade programs and increase opportunities for emission reductions, this linkage will represent another important step in California's efforts to collaborate with other partners to address climate change.

Facing the Future

Despite the progress CA has made, it is clearer than ever that additional action to cut greenhouse gas emissions is needed. Scientific evidence indicates that global emissions must be reduced 80 percent below 1990 levels by 2050 to achieve climate stabilization. Reaching this goal will require California to accelerate the pace of emission reductions that we achieve over the coming decades.

A midterm target should be adopted that will drive continued progress toward meeting the 2050 goal. A target that reflects the scientifically-based level of emission reductions the state needs to achieve by 2030 will help guide ongoing and future policy decisions and provide a clear market signal for continued investment in low-carbon technologies.

The actions we have already taken provide a solid foundation to build from. However, reaching our longer-term targets will require continued commitment to changing how we generate, transmit, and consume electricity; how we transport people and goods throughout our state; how we plan, design, and build our communities; the way we use water, energy, and other resources in our homes, businesses, and industries; and how we manage and protect our natural and working lands.

As we continue this transformation, we must work to ensure our efforts simultaneously support a healthy economy, improve air quality, and protect and improve public health—especially for our most vulnerable communities. And we must do so in the face of a growing population, while simultaneously adapting to the climate change impacts we are already facing. This will require careful coordination among policymakers at all levels of government.

Meeting these challenges will not be easy, but failing to continue on the current path to reduce emissions will have grave consequences. Increasingly dangerous heat waves, more frequent and prolonged drought, diminished snowpack, continued sea level rise, extreme wildfires—and the devastating economic impacts associated with these changes—are some of the realities California will continue to face from unchecked climate change.

While California is working aggressively to reduce its GHG emissions, we recognize that climate change is a global problem with global impacts. The reality is that California alone cannot effectively avert the impacts of global climate change. California will need

to continue to be a global leader in addressing climate change, helping drive critically needed actions in other states, provinces, and nations around the world.

Meeting the Challenge Ahead

This Update charts the path that California must continue to take in a number of key sectors to steadily drive down GHG emissions as we approach 2020 and begin to look further into the future.

The sectors highlighted in this Update comprise the majority of California's economy. Each sector provides unique opportunities to achieve emission reductions while achieving long-term economic and environmental sustainability. Important interconnections among the sectors exist and can be seized upon to produce synergistic approaches to cutting emissions.

Energy

California's energy sector is responsible for about 40 percent of the GHG inventory. California has already identified numerous opportunities to reduce emissions in this sector, through efficiency, decarbonization, and conservation. The Update details a strategy to continue efficiency improvements through new small appliance standards; increased use of renewable electricity generation; increased distributed efficient generation sources, including expanded combined heat and power (CHP) generation; and a commitment to zero net energy homes and commercial buildings.

Looking beyond 2020, California will need to continue to transform the energy sector with wholesale changes to its current electricity and natural gas systems. Developing a near zero emission strategy for the energy sector will require efficient next-generation technology; vast new low carbon generation resources; a robust transmission and distribution infrastructure; and carbon capture, utilization, and sequestration for the remaining fossil generation.

Transportation, Land Use, Fuels, and Infrastructure

The transportation sector is the largest source of GHG emissions in California. It is also the primary source of smog-forming and toxic air pollution. Changing California's transportation sector to one dominated by zero emission vehicles, powered by electricity and hydrogen, is essential to meeting federal air quality standards and long-term climate goals. Achieving the 2050 target will require dramatically improving vehicle energy efficiency, widespread electrification of on-road vehicles, development of low carbon liquid fuels, and smarter, more integrated land use planning and development.

Agriculture

The agriculture sector is a key economic driver for California. The state provides food to support local, national, and global populations. There are a range of opportunities to achieve emission reductions in the sector in ways that will enhance the long-term sustainability of the state's valuable agricultural resources. To provide a foundation for

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taking action to cut emissions in the agriculture sector, it will be necessary to develop a comprehensive plan that identifies potential reduction goals, emission reduction and sequestration opportunities, and needs for additional research and incentives.

Water

As the lifeblood of our state, water serves a range of critical purposes in California. To ensure this precious resource is managed as effectively as possible, the state needs to employ a range of creative approaches that will cut GHG emissions, maximize efficiency and conservation, and enhance water quality and supply reliability, while also addressing growing climate adaptation needs.

A greater focus on integrated policy design in the water sector is needed as California implements strategies that will support our state's longer-term climate goals. State policy and regulatory frameworks must be developed that allow for and incentivize effective regional integrated planning and implementation. Pricing policies will also need to be utilized to maximize efficiency and conservation efforts in the water sector.

Waste

California's goal of reaching 75 percent recycling and composting by 2020 provides an opportunity to achieve substantial GHG reductions across the waste sector, while providing other significant economic and environmental co-benefits. Much of what is traditionally considered "waste" can be a resource for other uses. California must take advantage of waste materials to generate energy to power our homes and cars, and to improve our working lands.

The primary source of GHG emissions from the waste sector is the direct emission of methane from the decomposition of organic material in landfills. The waste sector plan will provide a new organics management approach for California that will divert this material to minimize emissions at landfills and provide feedstock for critically needed alternatives to agricultural amendments and for low carbon fuel manufacturing.

Achieving the 75 percent goal will require substantial growth in the collection, recycling, and manufacturing industries within California. This Update sets forth a series of actions to support this industrial growth, including the State's procurement of recycled-content products, and calls on California to manage its waste at home. Developing this industry here helps ensure that the GHG emission reductions, environmental co-benefits, and job growth all benefit California.

Natural and Working Lands

Three-quarters of California's landmass is comprised of natural and working lands, such as forests, rangelands, and wetlands. These lands provide a multitude of economic and environmental benefits. They will also play an increasingly important role in California's efforts to prepare for and adapt to the impacts of climate change.

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California needs a comprehensive strategy to protect, manage, and conserve these lands in ways that maximize opportunities to achieve GHG reductions and carbon sequestration. A “Forest Carbon Plan” should be developed to describe the actions necessary to ensure that California’s forests are managed to optimize emission reduction and sequestration opportunities.

Short-lived Climate Pollutants

Over the past several decades, California’s actions to improve air quality and protect public health have resulted in significant reductions in short-lived climate pollutants (SLCP) like black carbon, methane, and hydrofluorocarbons. Though these pollutants remain in the atmosphere for relatively short lifetimes compared to carbon dioxide, they have an outsized contribution to warming relative to their concentrations and are key ingredients in the formation harmful air contaminants. In addition to furthering goals to protect public health, actions to cut SLCPs can deliver immediate benefits to California’s climate.

California needs to build on its progress of reducing SLCPs by taking a comprehensive approach to further cutting these emissions, particularly where efforts will result in air quality and public health co-benefits. In addition to pursuing existing strategies already under way, ARB will develop a short-lived climate pollutant strategy by 2016 that will include an inventory of sources and emissions, the identification of research gaps, and a plan for developing necessary control measures.

Courage, Creativity, and Boldness

Climate change has presented us with unprecedented challenges—challenges that cannot be met with traditional ways of thinking or conventional solutions. As Governor Brown has recognized, meeting the challenge of climate change will require “courage, creativity, and boldness.” It will require California to continue to lead the world in pioneering bold and creative strategies to create a cleaner, more sustainable economy. It will depend on continuing to partner and collaborate with other state, national, and global leaders as we work toward common goals. And it will require the engagement of California’s citizens in creating and supporting low carbon, high-quality lifestyles.

We are on the right path. Our actions are driving down GHG emissions; spurring innovation across a range of clean and advanced technology sectors; improving the air Californians breathe; and creating more livable communities. By continuing down this path, California will do its part to meet the challenge of global climate change, and in the process, continue to build the clean, sustainable future all Californians deserve.

DATE: November 7, 2013

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, (213) 236-1838

SUBJECT: Panel Discussion Regarding Climate Change

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

At the request of the Regional Council members, SCAG invited a panel of speakers to present and discuss a wide range of views on global climate change and associated policy responses. This discussion is prompted by the recent release of the United Nations International Panel on Climate Change (IPCC) Fifth Assessment Report, which was released on September 26, 2013 in Stockholm, Sweden. The Joint Regional Council and Policy Committees' meeting will begin at 10:30 AM.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goals

BACKGROUND:

On September 26, 2013 the IPCC released its Fifth Assessment Report on climate change concluding that the warming of the earth's climate is unequivocal and that human influence on warming is clear. At the same time, the State of California has clearly established policies related to climate change including AB 32 passed in 2006 and SB 375 passed in 2008 which creates direct requirements and responsibilities for SCAG to incorporate climate change considerations in transportation planning. The California Air Resources Board has recently released a draft AB 32 Scoping Plan Update which delineates the State's greenhouse gas emission reduction program by emitting sectors.

These recent actions have prompted interest and discussion on broad scientific and policy issues related to climate change. At the request of Regional Council members, SCAG has sought and invited speakers to present a broad range of viewpoints on the subject matter. The joint meeting of the Regional Council and Policy Committees will feature a panel discussion, followed by a brief question and answer period by the following speakers:

- **Dr. Louise Bedsworth, Governor's Office of Planning and Research:** Louise Bedsworth is the Deputy Director of the Governor's Office of Planning and Research (OPR). Prior to joining OPR in 2011, she was a Research Fellow at the Public Policy Institute of California where she focused on climate action at the local level; adaptation to

climate change; and transportation and air quality. She has also held positions at the Union of Concerned Scientists, Redefining Progress, and the International Institute for Applied Systems Analysis. Dr. Bedsworth served on the Advisory Council for the Bay Area Air Quality Management District from 2003 through 2011. She holds a BS in Earth, Atmospheric and Planetary Sciences from MIT; an MS in Environmental Engineering; and a PhD in Energy and Resources from UC Berkeley.

- **Warren Duffy, Founder, Duffy and Company:** A radio broadcaster and author. He has written a book *The Green Tsunami: A Tidal Wave of Eco-Babble Drowning Us All* and several articles on the subject of climate change, seeking to educate the public that the current environmental policies and programs can create negative economic impacts for California. Mr. Duffy and his wife formed two foundations focused on California-specific climate change policy issues - CFACTSoCal and Friends for Saving California Jobs. Mr. Duffy travels and speaks extensively on the topic.
- **Dr. Robert Lempert of the Rand Corporation:** A senior scientist at the RAND Corporation and Director of the Frederick S. Pardee Center for Longer Range Global Policy and the Future Human Condition. His research focuses on risk management and decision-making under conditions of deep uncertainty, with an emphasis on climate change, energy, and the environment. His research group assists agencies including the U.S. Bureau of Reclamation, the California Department of Water Resources, the Metropolitan Water District of Southern California, the Coastal Protection and Restoration Authority of Louisiana, and the World Bank incorporate climate change in their resource management plans. Dr. Lempert is a Fellow of the American Physical Society, a member of the Council on Foreign Relations, a lead author for Working Group II of the United Nation's Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report, and a member of numerous study panels for the U.S. National Academies, including the Transportation Research Board's *Climate Change and U.S. Transportation*, and the National Research Council studies *America's Climate Choices* and *Informing Decisions in a Changing Climate*. Dr. Lempert was the Inaugural EADS Distinguished Visitor in Energy and Environment at the American Academy in Berlin. A Professor of Policy Analysis in the Pardee RAND Graduate School, Dr. Lempert is an author of the book *Shaping the Next One Hundred Years: New Methods for Quantitative, Longer-Term Policy Analysis*.

FISCAL IMPACT:

The costs to facilitate this panel discussion are included in the FY 13-14 OWP Budget.

ATTACHMENT:

[Presentations from guest speakers to be distributed under separate cover.]